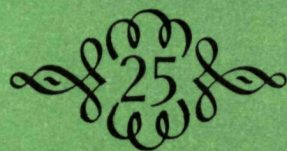


TROLLEY WIRE

Journal of
AUSTRALIAN TRANSPORT MUSEUMS



NUMBER 169
APRIL, 1977



MELBOURNE-50 YEARS AGO

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

APRIL, 1977

Vol 18 No.2 Issue No.169

\$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.

Editor: Laurence Gordon.

Production: Lynne Simpson.

Paul Simpson.

Subscriptions & correspondence:

Norm Chinn,

All correspondence concerning TROLLEY WIRE should be addressed to:-

The Editor, Trolley Wire,
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.

CONTENTS

CITY SECTION	11
50 YEARS OF ELECTRIFICATION	7
MELBOURNE - 50 YEARS AGO	3
MUSEUM DIRECTORY	27
MUSEUM NOTES AND NEWS	12

NEXT ISSUE

KOGARAH TROLLEY BUSES

TRACTION MODELLING Pt 2

and

MORE SILVER ANNIVERSARY

ARTICLES

PLUS

Notes and News etc, from
around Australian Museums

FRONT COVER

Car 132 mounts crest of Giblin Street Hill
Lenah Valley route.

N.Gipps photo.

WELCOME ABOARD

With this issue of Trolley Wire we welcome the Tasmanian Transport Museum Society as a participant.

Alone among Australian preservation groups the TTMS is working towards the establishment of a comprehensive transport museum covering rail, road, sea and air. Regular news of their activities will help present a more complete picture of the tramway and associated fields preservation scene in Australia.

A short history of the TTMS appears in Museum Notes and News.

SUPPORT YOUR MUSEUM

ATTEND WORK PARTIES

AND PARTICIPATE !

DEADLINE for next issue ; 26 th MAY, 1977
all copy must be in the hands of the editor
on or before this date.



MELBOURNE ~ 50 YEARS AGO

by C. Gibson & K. Kings.

Photo-researcher Clive Gibson teams with historian Keith Kings to present a review in pictures and text of tramway works undertaken in Melbourne about half a century ago. This article commemorates the 50th Anniversary of the Swanston Street/St. Kilda Road conversion from cable to electric traction, and also touches on some of the new lines constructed especially for electric trams in that period. The following covers but a segment of the history of the conversion of Melbourne's large cable tram network to electric trams or motor buses, and touches on only those existing and new electric lines relevant to this article.

The Melbourne and Metropolitan Tramways Board was created in 1919 to take control of the various city and suburban tramways, and to mould them into one co-ordinated unit (except the two lines owned by the Victorian Railways). In its early years, the Board inherited two cable tramways, four electric tramways, and two electric tramways still under construction. The centrally placed cable tram system was fed by the other lines (with one or two exceptions), re-

sulting in many interchange points. This problem was to be overcome by converting the cable tram routes to electric trams. This, briefly, was the situation prevailing just over 50 years ago.

From the northern suburbs, the North and East Coburg electric trams terminated north of the city proper at Queensberry Street, with passengers transferring to the Swanston Street cable trams in order to reach the main business area. The section of cable tram track to Lonsdale Street was closed and converted to enable the Coburg cars to reach the edge of the main city area. The West and East Preston routes, serving the north eastern suburbs, terminated at the North Fitzroy cable tram terminus. They were diverted west over a new line via Holden

"J" class 77 became the first electric tram to cross Prince's Bridge at 4.00 pm on Monday 4th January, 1926. The motor vehicle parked adjacent to the work (centre of photo.) appears to be an early motorised electric welding wagon. This event happened on the ninth day after the last cable tram crossed the same bridge!

The Argus, Tuesday 5.1.26.

Street to join the Coburg tracks and thus also reach the north edge of the main city area.

The Essendon and Maribyrnong electric cars, serving the north western suburbs, terminated at the North Melbourne cable tram terminus. They were brought into the western part of the city by truncating the cable route at the north end of Abbotsford Street, converting the cable tracks in Flemington Road, between their terminus at Flemington Bridge and Abbotsford Street, to electric traction, and building new electric tracks from there to and along Peel Street and along William Street to Collins Street. The latter was opened on 19th July, 1925, at which time the new electric tramway to West Brunswick (and later West Coburg), via Royal Park, was also opened and joined Flemington Road opposite Abbotsford Street.

Planning took place during 1925 for the conversion of Swanston Street and St. Kilda Road from cable to electric trams. Concurrently, a new electric route was built from the southern edge of the city proper (Sturt Street at City Road) to South Melbourne and St. Kilda Beach, and was opened on 31st October, 1925. The Sturt Street section of this route was soon to place a part in the St. Kilda Road conversion.

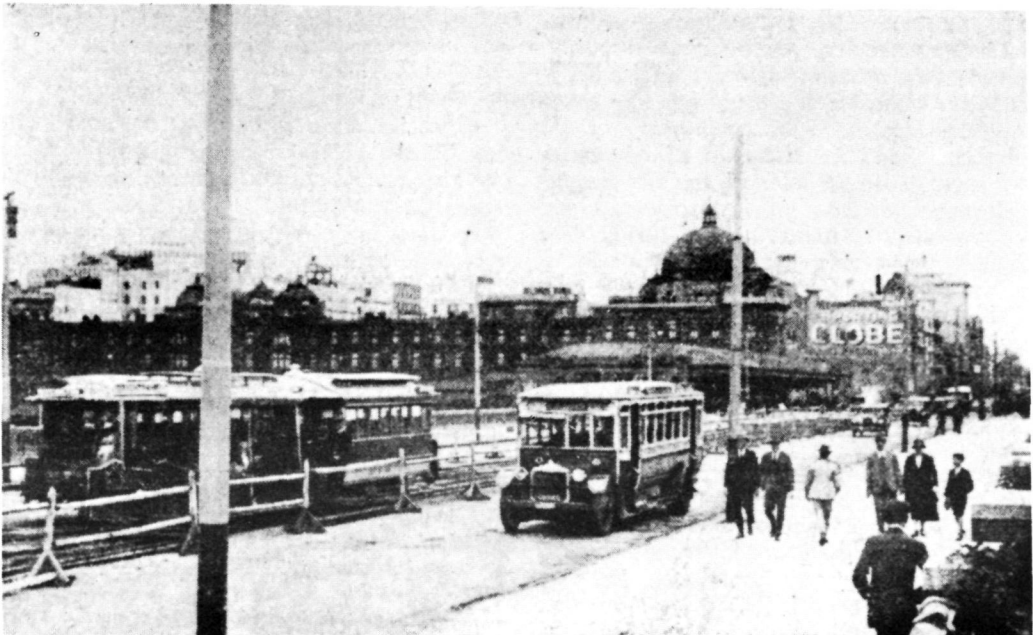
August 29th, 1925 saw the first major cable tramway abandonment in Melbourne, when the Windsor to St. Kilda Beach rope was stopped.

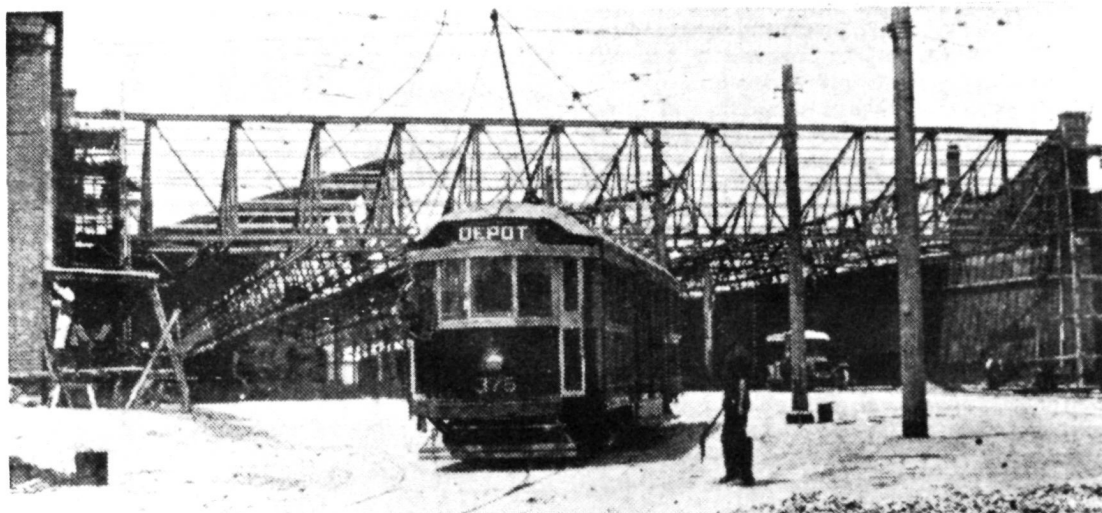
The Board's buses carried the passengers as the Contractor began to dig out the cable tram tracks. The Dandenong Road electric trams were sent through to the 'Beach on 27th December. Temporary double tracks had been constructed along St. Kilda Road from St. Kilda Junction to Park Street, on the centre carriage-way against the western plantation, and the St. Kilda Beach cars were immediately sent along these new rails, thence via the new electric tracks in Park Street, Hanna Street (now Kingsway) and Sturt Street to the City Road corner, just south of Prince's Bridge. These services also commenced on 27th December, as the ropes for Swanston Street/St. Kilda Road and St. Kilda Road/Brighton Road were stopped the previous day.

The next day the Carlton (Collingwood) and North Carlton cable tram services, which had previously turned south from Lonsdale Street into Swanston Street, City, were re-directed west across Swanston Street to terminate one

The last day of cable trams across Prince's Bridge. The track gangs had already carried out preliminary excavations, and work began in earnest the next day. The motor bus is an M.& M.T.B. Garford HL type - either No.45 or No.46 - running on the service to Elsternwick railway station.

The Argus, 28.12.25





The new central electric tram depot at Hanna Street - now Kingsway - South Melbourne, is well under construction as "W" class 375 poses for the photographer.

The Sun, Friday 29.1.26.



"W" class 231 runs a group of motormen and conductors along William Street on a familiarisation trip, and "doubles" as a mobile advertising car with a large notice giving details of the new line.

The Argus, Wednesday 15.7.25

block further on at Elizabeth Street. (The North Melbourne cars, previously diverted from Elizabeth Street via the new line in Lonsdale Street to turn south into Swanston Street, reverted to terminating at the Elizabeth Street shunt). The trackwork needed to re-arrange the cable and electric lines would have been considerable, and must have given an extremely busy time to all concerned.

The Board's track gangs tackle the tasks of building the new tracks over Prince's Bridge and installing the crossings with the cable tracks at the intersections of Flinders, Collins, Bourke and Lonsdale Streets, as these locations required special skill and attention. A Contractor removed the cable tram track and constructed the electric tracks elsewhere in Swanston Street. The work was soon finished and electric trams from the southern suburbs ran in Swanston Street on 24th January, 1926.

The new track in St. Kilda Road, from City Road to Park Street, was ready on 28th March, and thus eliminated the detour via Park, Hanna and Sturt Streets. The 9th May saw the rest of the new track in St. Kilda Road finished and available for service, thus removing the need for the temporary tracks. The following week, May 16th the High Street, Prahran, and Commercial Road routes were connected to the new tracks, and their cars taken into Swanston Street. The conversion of High Street, St. Kilda and Brighton Road, continued, and, together with the extension in Brighton Road to Glenhuntly Road, Elsternwick, was opened on 29th August. The whole task was completed well ahead of schedule. All the overhead wiring was erected by the Board's own crews.

The Toorak and Prahran cable lines had been isolated and were running as an independent unit while the aforementioned work took place. Chapel Street, Prahran, closed on 28th August and opened with electric trams on 31st October to Windsor — but routed north along a new line to Swan Street, Richmond, and thence west to terminate at Batman Avenue, City. The remainder of Chapel Street, plus the extension to Brighton Road, received electric trams on 19th December. The Toorak cable cars ceased on 1st October, 1926, and electric cars commenced on 17th April, 1927 to Orrong Road, reaching Glenferrie Road on 8th May.

Photographs from C. Gibson collection,
courtesy Library Council of Victoria.

The intersection of St. Kilda and Domain Roads is a hive of activity as the new electric tram tracks are pushed to completion to enable the temporary tracks to be taken out of service on the following Sunday and the permanent tracks brought into use. "W" class 380 - destination "Lonsdale Street" - loads passengers at the temporary platform, while a private bus heads south on the other side of the roadway. The large machine to the left of centre in the photograph is a concrete mixer. The tall chimney at the top centre of the view is at the cable tramway engine house at the corner of St. Kilda Road and Bromby Street. The machinery in this building performed the task of powering the cables which hauled the Swanston Street, St. Kilda Road and Brighton Road cable trams from 11th October, 1888 until 26th December, 1925.

The Argus, Friday 26.3.26.





50 YEARS OF ELECTRIFICATION:

Part Four

ROLLING STOCK 3

New Electric Cars.

The new cars for the electric service, both motors and trailers, were of all steel construction and generally conformed to the dimensions of the 1921 stock, although the interior layout differed considerably.

The general arrangement of both motors and trailers was the same with a center saloon flanked by vestibules with two exterior sliding, hand operated doors on both sides and a small compartment between each vestibule and the ends of the car. Access to the center saloon was by sliding doors from the vestibules. Doors were not provided in the openings to the end saloons.

A half width driving cab was fitted at the leading end of driving motors, but unlike the converted motor cars, a guards compartment was not provided. This had an outside sliding door and a hinged door opening into the car. Non driving motor cars had an equipment cabinet against the front wall and the outside sliding door although fitted was sealed. A narrow full

width guards compartment with hinged side doors was provided in all trailer cars. The exterior sliding doors opened into wall pockets. On the first series (150) motor cars, these pockets were double glazed. No side windows were provided in the bays at each end of the car. The second series (190) motor cars and all the trailers had side windows in the end bays, except at the drivers cab or guards compartment, but the door pockets were panelled over.

Two or three reversable, transverse seating was provided, the center saloon seating 45 and the leading end saloon in driving motors 15 and

An early 4 car electric train. The leading car is C3298, a second series standard steel driving motor, built by Walsh Island Dockyard. Next is a widened wooden trailer, then a standard steel trailer and another second series steel motor. The end doorway was later narrowed and a single leaf door replaced the double on's.

PTC ARCHIVES

the trailing end saloon 19, only two and two seating being provided against the car end. Non driving motors seated 17 in the leading end. Total seating capacity was thus 79 for driving motors and 81 for non driving motors. The trailer cars seated 79 in a similar arrangement to the driving motors. The placing of the two and three seats was reversed in the end compartments from the center saloon and as a consequence the aisle was staggered.

The motor cars entered service as either first or second class but various changes were made prior to the abolition of first class suburban travel. All the trailers entered service as first class but some were likewise changed.

Equipment.

The electrical and mechanical equipment for the new cars was the same as previously fitted to the converted cars. A type "A" motor bogie and pantograph were fitted at the trailing end of motor cars. The non-powered bogie was once again type "G", as used under the converted motor cars and in fact the surplus 101 bogies from these cars were reclaimed and used for the new cars. The trailer cars used similar bogies. One each of type "K" and "L" being fitted under each car.

Automatic couplers and wide center buffing/diaphragm plates were fitted at each end of the cars together with two pairs of jumper sockets for the control and lighting circuits. Motor cars

had an unladen weight of 50 tons and trailer cars 35 tons.

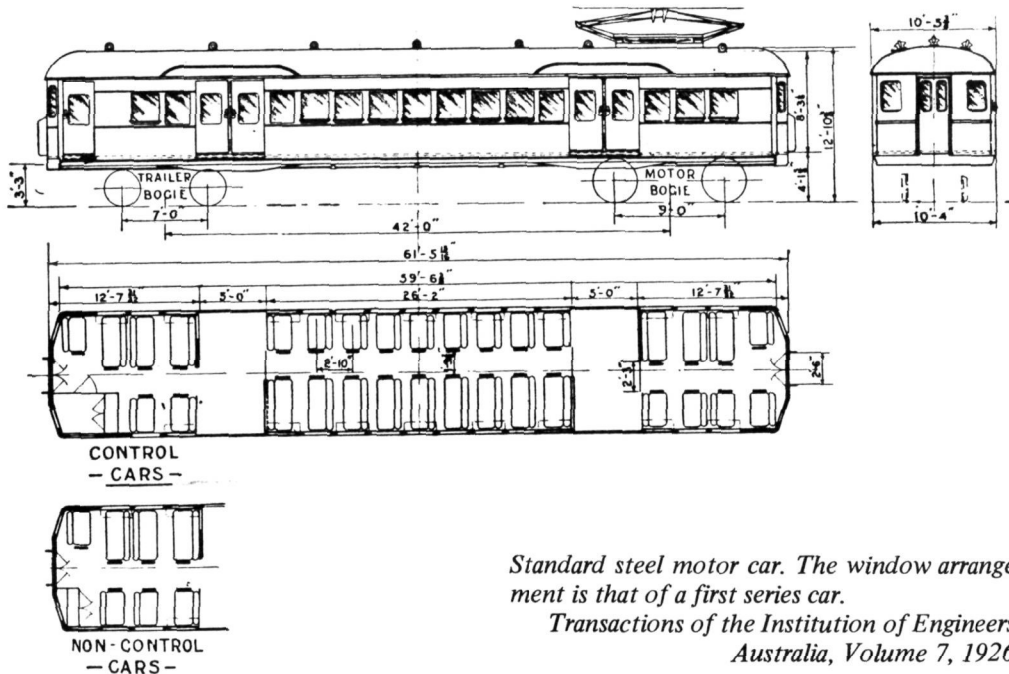
Motor Cars.

Two batches of motor cars, totalling 340, were obtained up to 1930. These were spread over a number of different contracts with various builders and entered service between 1925 and 1929. All are known as 1927 or Standard Motor Cars.

The first series comprised 150 cars, being divided between driving (108) and non-driving (42) cars and the order was shared by three manufacturers:

Leeds Forge Co. Ltd.	C3101 to C3150 (50)
Clyde Engineering Co.	C3151 to C3170 (20)
	N3601 to N3630 (30)
Walsh Island Dockyard	C3171 to C3209 (38)
	N3631 to N3642 (12)
	TOTAL 150

The 50 cars supplied by Leeds Forge were shipped from England in a knocked down condition and were assembled in Sydney, 10 at Eveleigh Carriage Workshops and 40 at Clyde Engineering. Some records, however, appear to indicate that only 9 cars were assembled at Eveleigh. This raises the possibility that one car was imported complete, but substantial evidence of this is lacking.



Standard steel motor car. The window arrangement is that of a first series car.

Transactions of the Institution of Engineers, Australia, Volume 7, 1926.

These cars, wired for electric service and fitted with motor bogies, but not equipped or motored were initially used in steam service with the 1921 type cars on the Bankstown and Illawarra lines to enable the older cars to be released for rebuilding and equipping. The cars were numbered 2213 to 2222 (Eveleigh) and 2223 to 2252 (Clyde). The first available were 2223 & 2224 which were hauled from Clyde to Eveleigh via Chullora Junction and the Bankstown line on Monday 20 April, 1925. The last available was 2222 from Eveleigh in October 1925 and considering that this car ran the first electric trials at Chullora (Elcar), as C3101, on Friday 15 January 1926, it is unlikely that it ever saw steam service. These cars all entered electric service as driving motor cars and were renumbered C3101 to C3150 but not in the original sequence. The Eveleigh cars received the following numbers:

3101	3108	3119	3122	3125
3127	3131	3132	3138	3148

Clyde Engineering supplied 50 cars in this series but these also appear to have been manufactured by Leeds Forge and only assembled by Clyde. In common with the first 50 cars, these have underframes made in three pieces and plated together. The first 30 of these cars were non-driving and were available for service late in 1926. They were numbered N3601 to N3630 and were the first batch of cars to go direct into electric service although some appear to have been used initially as electric trailers. When later fitted with driving controls these cars were renumbered C3221 to C3250 in sequence. The remaining 20 cars in this group entered service as driving motors in 1926 and 1927 and were numbered C3151 to C3170.

The last 50 cars of the first series were supplied by the Government Dockyard at Walsh Island, Newcastle and entered service in 1926 and 1927. The first 12 were non-driving cars and were numbered N3631 to N3642. When later fitted with driving controls they were renumbered C3209 to C3220 in sequence. The remaining 38 cars were driving motors and were numbered C3171 to C3220. This group differed in minor underframe detail from the Leeds Forge and Clyde cars.

The Walsh Island cars were ferried across the Hunter River to Port Waratah and as an out of gauge load over the Short North line to Sydney under similar conditions that applied to the 1921 cars. The first recorded movement was on Saturday 23 October, 1926.

The second series motor cars comprised 190 cars which entered service in 1928 and 1929 and were all driving motors. The series was divided between Walsh Island Dockyard, 50 cars, C3251 to C3300 and Clyde Engineering, two orders, 100 cars, C3301 to C3400 and 40 cars, C3401 to C3440.

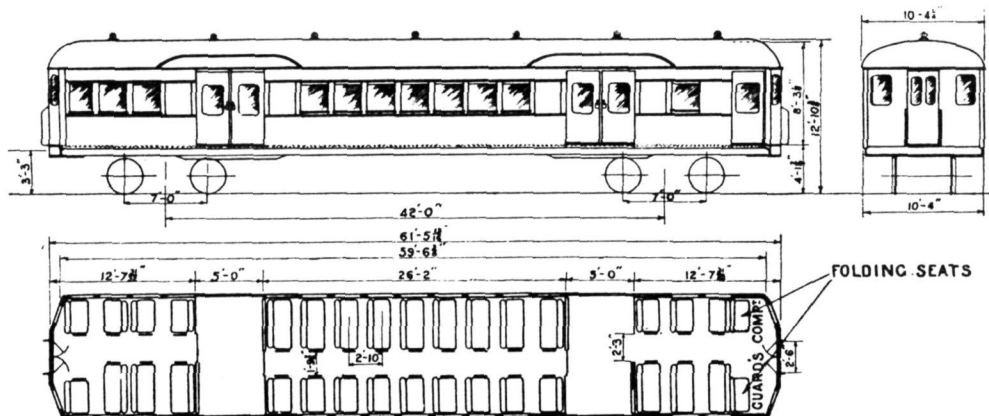
This group of cars differed from the first series steel motors in underframe design as well as the window arrangement as previously outlined.

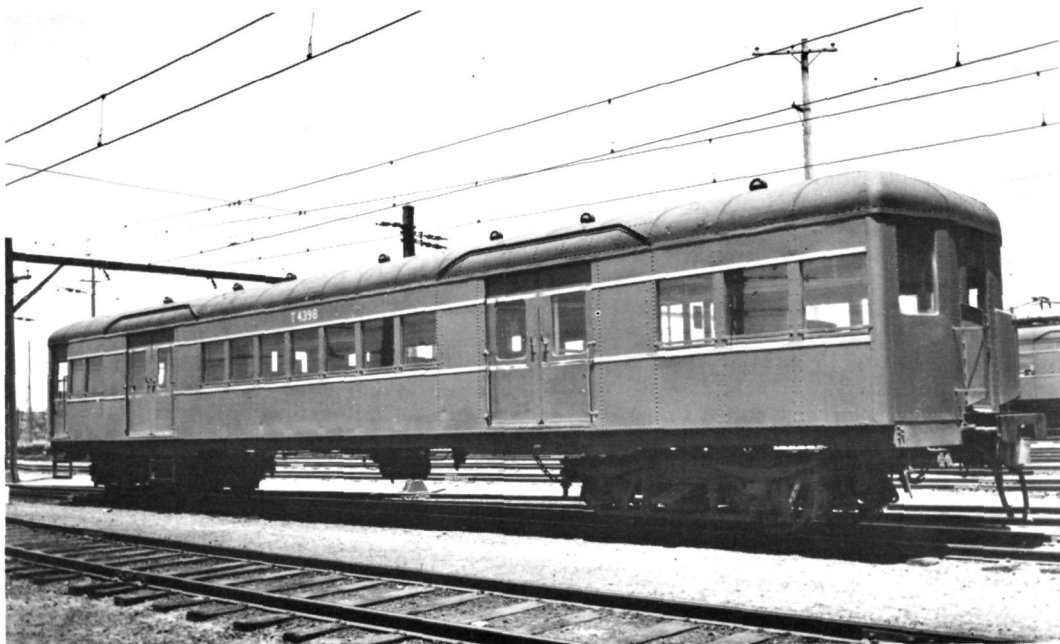
Trailer Cars.

Equal numbers of trailers and motors were obtained for the electric services; no allowance being made for the longer overhaul periods needed by the motors. As the conversion to

Standard steel trailer car. The folding seats in the guards compartment were only fitted to a few cars and were soon removed.

Transactions of the Institution of Engineers, Australia, Volume 7, 1926.





electric trailers of the wooden, truss sided cars was not proceeded with it became necessary to order additional new steel cars to take their place, although this was partly offset by the overall reduction from the anticipated size of the fleet required caused by the effects of the depression.

Three orders for a total of 248 cars were placed with the Walsh Island Dockyard. All the cars were identical and the window arrangement matched the second series steel motors. Besides building these suburban cars the dockyard

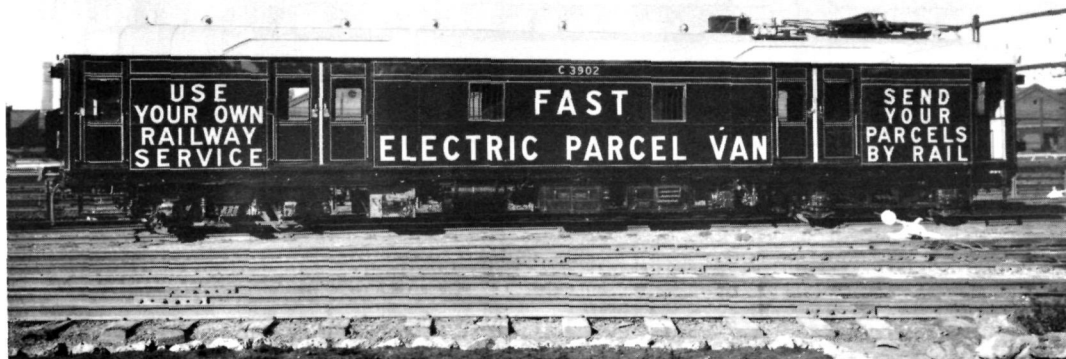
T4398, a standard steel trailer in post 1940 condition.

PTC ARCHIVES

held an order for "P" class trams for Sydney. To be able to accept the additional trailer orders it became necessary to relinquish the tramcar order and only one car, 1682, was subsequently completed there.

Parcel Van C3902 in Eveleigh Workshops after repainting for a pre-war advertising campaign.

PTC ARCHIVES



The three orders comprised:

100 cars	T4301 to T4400
100 cars	T4401 to T4500
48 cars	T4501 to T4548

The cars entered service from 1927 to 1929 and with the delivery of T4548 in December 1929 the curtailed initial provision of electric rolling stock was completed.

Parcel Vans.

Parcel traffic was carried by passenger train in steam days and this was presumably continued with electric operation. It would have, however, caused unacceptable delays to the accelerated services and consequently three driving motor parcel vans were ordered from the Walsh Island Dockyard and entered service in 1928. Numbered C3901 to C3903 these cars were a double ended version of the second series motor cars.

APRIL 1977
Exterior doors were provided in the standard positions, but bulkheads were omitted and only two fixed windows were provided in each side, with an additional one over the desk towards the end of the car over the non-motor bogie. An additional cab was provided at the motor bogie end. Each cab had the exterior sliding door and a swing door was provided in the opposite side of the car. The cars weighed 47½ tons unladen and had a carrying capacity of 12 tons. Although equipped for multiple unit operation all normal use was as single cars.

The three cars were each allocated set runs which did not provide for workshop attention or any out of course adverts, so an additional car was provided by the conversion of a 1921 type motor car. Numbered C3904 upon conversion in October 1930 it had been built by Ritchie Brothers in 1921 as 2180. It subsequently became N3509, then C3100 — four different uses and numbers in under 10 years.

to be continued

CITY SECTION

News of the Melbourne and Metropolitan Tramways Board

The track relay in High Street, Kew, from the Kew Post Office to the Kew Cemetery, was completed in early March. The track gangs were then sent to Royal Park and Essendon Aerodrome open ballast sections. As part of the Royal Visit programme, several thousand school children attended a function in Royal Park. The special trams required were stabled between the Royal Park crossover and the west side of the Zoo, resulting in two way working on the other track from Flemington Road. The six "L" class trams have seen much useage from mid-January until late March as the result of a shortage of trams (believed due to the holiday closure of Preston Workshops). The 'Shops have excelled themselves, and returned 58 trams to service in two weeks early in March.

Tenders were advertised last year for the supply of pantographs, to enable investigation of this method of current collection to be made. Three pantographs have now been received, and one - by Siemens - has been fitted to the No.1 end of W2 class car no. 546. The Melbourne press recently lavished publicity on interest from U.S.A. in some of Melbourne's old trams, apparently for tourist purposes. It would seem that 32 cars could be involved, but the M. & M.T.B. has made no firm statement on the

matter. "Z" class No. 66 entered service in mid-March, while the body of No. 71 was received from the contractors later the same month. The first of the long-awaited 50 new buses arrived late March. They have "Ansair" bodies on Volvo chassis. Deliveries will speed up after the first few are received, and the order will be completed later this year.

Sunday afternoon, March 27th, saw over 1,000 people gather at Preston Workshops at a function to commemorate the 50th anniversary of the completion of the 'Shops. The staff had prepared many displays throughout the buildings and grounds. Refreshments were provided, and "Z" class tram cardboard press-outs and magnificent coloured posters of cable tram set No. 1 and "Z" class tram No. 1 were available to guests. The vast majority of those present were current staff and their families, together with past staff who have kept in touch since their retirement. A limited number of V.I.P.'s were present, including the Minister for Transport and the Chairman of the M. & M.T.B. The Workshops Manager kindly allowed two representatives each from the Australian Electric Traction Association, the Tramway Museum Society of Victoria and the Council of Tramway Museums of Australia to re-

present all the other non-Melbourne groups, to be invited. Harmony was provided periodically throughout the afternoon by the Tramways Band. Many expressions of appreciation

and congratulation to the Management and staff of the Workshops were heard from guests. The commemoration became an excellent P.R. event.



★ Museum Notes and News



C.O.T.M.A.

News from the Council of Tramway Museums of Australasia

1977 Conference

Detailed planning for the Third Australasian Tramway Museum Conference is now nearing completion. The Conference is to be held in the Hotel Enfield on Hampstead Road, Clearview, South Australia from April 23 - 26 1977. Some delegates will be staying at the nearby Pooraka Hotel. Most nominations have now been received and it appears that total registrations will approach 50. Ten New Zealand nominations have been received. It is hoped that the Conference will provide a worthwhile opportunity to strengthen relations which have been developing between the museum groups over the last two years.

Equipment acquisition co-ordination.

COTMA has been quietly developing its role as a co-ordinating body for the different museums, particularly in relations with the Melbourne and Metropolitan Tramways Board. When surplus equipment becomes available, the Board notifies COTMA which in turn notifies constituent member museums by means of periodic Memoranda. Subsequently COTMA co-ordinates, and where necessary helps rationalise requests between the various museums. This procedure means that all museums including those in distant places are made aware of the availability of what could be irreplaceable

equipment.

Among the items recently offered to museums include the PCM control equipment from W5 class cars 750, 751. After advertisement among the museums, these units were eventually offered to SPER. Three MV.102 motors suitable for single truck cars are to be shared between TMSV and BTPS. Nine surplus No. 9 trucks from the W3 and W4 class cars recently became available and COTMA has advised the Board that these might be offered to THS (Christchurch), MOTAT (Auckland), SPER and AETM, based on priorities determined at the last COTMA Conference by those delegates present.

Whilst the Board retains the ultimate responsibility of disposing of its assets as it sees fit, it is evident that COTMA is playing a helpful co-ordinating role in relations between the Board and other museums in Australia and New Zealand.

50th Anniversary of Preston Workshops.

The manager of Preston Workshops, Mr. S.G. Bramich recently invited COTMA to participate in the 50th Anniversary Celebrations of Preston Workshops on behalf of Australian tramway museums. Executive Officer, Bill Kingsley, accompanied by Bob Prentice from Melbourne attended the Celebrations on Sunday March 27, 1977.

Oops !!

CORRECTIONS! – FEBRUARY "TW"

p.17 "Tramways of Kiama" for SS "Bass Strait" please read SS "Bass Point"

p.18 "Tramways of Kiama" for "to establish the "Kiama Independent" in 1963" please read "1863".

p.18 For "Mr. Bruce Weston" please substitute "Mr. John Weston".

ALBION PARK . . .



Illawarra Light Railway Museum Society

Museum Site Progress.

On Saturday February 19th the gates for the large chain wire enclosed rolling stock compound, at Albion Park, were completed and the area made secure. This will enable the completion of restoration on various pieces of rolling stock and will enable various attractive items, removed from some of the exhibits for security reasons, to be refitted.

During February and March the task of repainting Yallah Station building (at the museum) has continued. The roof has been repainted while the interior of the ticket/parcels office has been redecorated. The exterior walls are now receiving attention, the many coats of paint applied over the last 87 years are being gradually rubbed back to prepare a suitable surface for this latest application.

On Saturday March 26th a vertical boiler, which has been under the eye of members since 1971 as it has stood abandoned in a factory yard at Dapto, arrived at last at the museum. This has been purchased by a small group of members and will provide steam for the first two stationary steam engines restored by the museum. One of these is a large single cylinder horizontal engine once used in the former Tongarra milk factory, while the other is a twin cylinder vertical engine, donated by member John Shoebridge and once powered a rock drill through a dazzling combination of drums and bevel gears. This vertical boiler has been provisionally approved by a boiler inspector to work up to 100 lb/sq.in. pressure and when the missing gauge glasses and pressure gauges etc. are refitted the formal pressure tests and inspections will be undertaken.

ARHS Work Day.

A group of Sydney Australian Railway Historical Society members visited the museum for a work-picnic day on January 22nd, to view progress made to date on their standard gauge exhibits, and to progress further with the burning back and priming of the CHG (ex AIS Works) guards van. The opportunity was also

taken to adjust the brake rigging on this vehicle and to fit new brake shoes to replace those missing from the van when delivered to Albion Park. Some further painting has been undertaken on the guards van but again, during early March the Illawarra area was subjected to heavy rainfall which has prevented rapid progress on the job.

Western Wheel and Scraper Company Wagon.

Some of the ARHS work party attacked the rust on the horse hauled 3 ft gauge side tip wagon retrieved from Corrimall Colliery on the first ILRMS work day in March 1972. During February the underframe was primed and painted black and on March 5th a short length of third rail track was laid between the standard gauge metals to provide a 3ft gauge line within the security of the compound for this wagon. The next task to be undertaken on this vehicle is the rebuilding of the ballast box body. (See "TW" p.13 Aug. 1972).

Passenger Wagons.

A third flat top 2 ft gauge wagon was fitted with two transverse seats in time for the ARHS visit. Two of the three "Hudson Jubilee Side Tip Wagons" retrieved from the old lime works near Gundy N.S.W. are to be fitted with longitudinal knifboard seats for passenger work. This idea was obtained from an English magazine, and it can be undertaken in such a way that will readily enable the wagons to be converted back to their original guise in the future. The Society has been fortunate in obtaining title to two suitable passenger car bodies for the 2 ft gauge railway and these will be transferred to Albion Park in the near future.

Steam Locomotive.

By March 26th the last of the drive rods and valve links had been removed from the Perry underframe allowing the wheels to be dropped and the springs to be overhauled. This means that the 0-6-2T loco "Tully 6" has been com-



pletely stripped and the task of reassembly should commence soon.

The Society has been fortunate in being able to purchase the 0-4-OST "Kiama" Davenport loco for \$2,000 from the Manager-Curator of the Goulburn Steam Museum, Mr. Bruce MacDonald. This is reputed to be a composite loco, assembled from the parts of identical units No. 1596 and 1517 at Kiama c.1938. Readers are referred to "TW" of December 1976, February 1977 and April 1971 for further details of this interesting engine. This marks the purchase of the first local 2 ft gauge steam loco by the ILRMS for restoration and preservation.

The loco arrived at Albion Park on Friday April 1st and further details of the delivery will appear in the next edition of this magazine. Although a group of active ILRMS members have answered an appeal to cover the \$2,000 purchase price, readers interested in the preservation and restoration of this loco are invited to contact the Hon. Secretary, Mr. A. Madden at P.O. Box

Part of the ARHS work group at Albion Park on January 22nd, standing near the CHG guards van and the Corrimall Coal Coy. hopper wagon.

One sidelight of the visit was the bringing together of five ILRMS-ARHS members who joined the tramway movement in 1947 from which emerged the preservation groups which exist in N.S.W. today.

K. McCarthy photo.

1036, WOLLONGONG. NSW. 2500, and a descriptive brochure concerning the engine will be forwarded to you. Cash donations towards the project are requested from interested readers. An initial \$1,000 has been raised but more is needed to finance the restoration of the loco to running order and to relieve the flow of money away from other important ILRMS projects.

Initial inspection of the Davenport unit by a boiler inspector revealed that no trouble should be experienced in obtaining a certificate when several tubes are renewed, so the Society hopes

TROLLEY WIRE

that it should be in steam at Albion Park towards the end of this year.

Krauss-Leyland Loco.

A form of link and pin coupling has been fitted to this petrol loco during February and March which will enable smoother handling of passenger trains than was possible with the former hook and chain couplings.

The Corrimal Story.

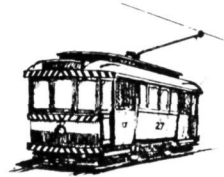
An illustrated history of the Corrimal Coal Company railway has been prepared, based on

APRIL 1977

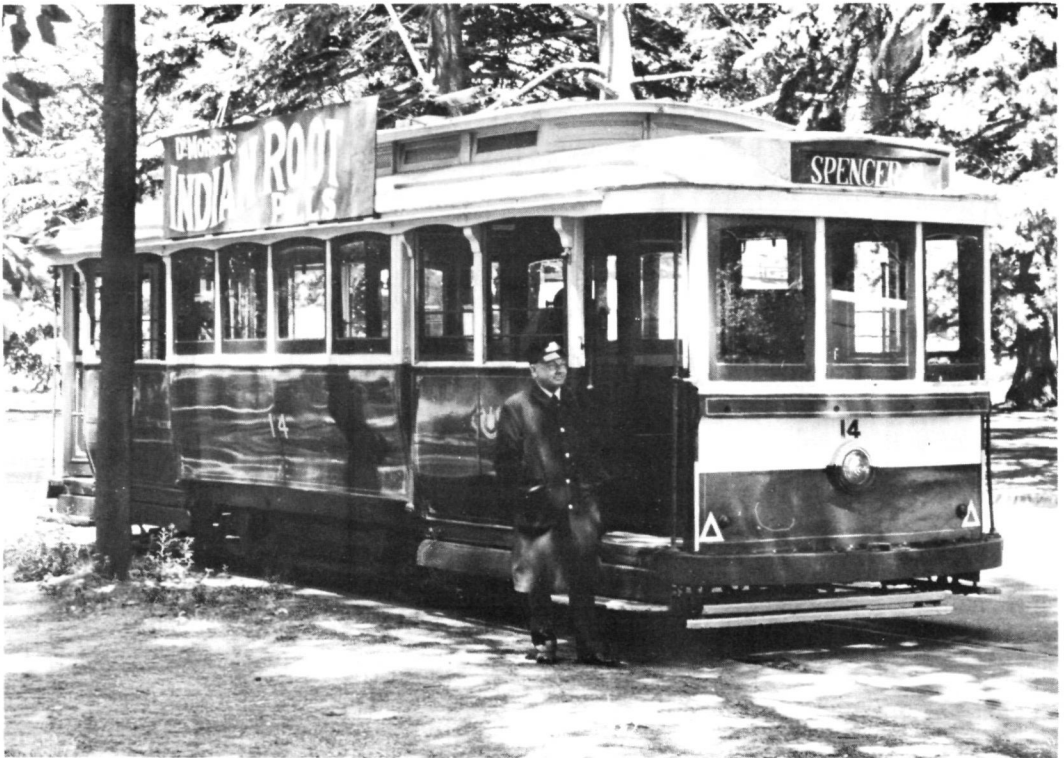
new research conducted through the Illawarra archives in Wollongong Library, and this includes a detailed account of the reopening of the 2ft gauge line and the track retrieval project conducted by the ILRMS between 1972 and 1976. General arrangement diagrams of the four 2 ft gauge steam locos used on the railway will accompany this new work.

This is expected to appear in a special enlarged edition of the magazine "Light Railways No. 58" being prepared by the N.S.W. Division of the LRRSA and due to go to press during April.

BALLARAT . . .



Ballarat Tramway Preservation Society



Bob Prentice, resplendent in period uniform, contemplates action by the film company further up Wendouree Parade. Soon, he was at the controls to move the tram for the interior

scenes. Readers can see the livery modifications to No. 14, plus destination sign and "vintage" advertisement on roof.

*27th January, 1977.
Richard Gilbert photo.*

Filming of "The Getting of Wisdom."

With the upsurge of moving picture production now Australia wide, B.T.P.S. was approached in order to assist in providing certain feature material for the filming of "The Getting of Wisdom." The theme is set in the early years of this century and involves the rejection of a school girl by a school's management.

The Vintage Train committee also assisted in the production by providing a "K" class steam locomotive and a train of the era. Ballarat station was suitably modified to re-create an impression of Spencer Street station circa 1900. Wednesday, 26th January, was fully occupied with the filming of the railway and some street scenes.

From around 7 am the next day (Thursday) saw a hive of activity in the Gardens. With through road traffic being kept out of Wendouree Parade between the depot access track and the kiosk, both on the Thursday and Friday, preparations for a number of scenes were being carried out simultaneously, including the tramway, and general aspects of the story, which, incidentally, involved brass bands and horse drawn vehicles.

After many weeks of negotiations and preparations, the B.T.P.S. members present were eager to comply with the high standards set by the movie company. At 7.30 am a number of society workers signed on, and they completed the final touches to No.14, the tram selected for the movie role. Two representatives of the film company then fixed a "vintage" (Dr. Morse's Indian Root Pills) advertisement onto the roof frame; this then, was the apogee of hard and extensive work in re-creating a tram similar to the type that operated during the period in question. As the tram was involved in scenes reminiscent of 1900 Melbourne, a "Spencer Street" destination sign, also provided by the company's prop department, was installed at the same time as "Dr. Morse's" ad.

Most of the morning was taken up with the "shooting" of the garden sequences and the internal tram scenes; these latter were four static rehearsals, two moving rehearsals and two takes. After lunch, further garden scenes involving the brass band were taken, plus others beside Lake Wendouree and elsewhere in the Gardens. Then came the "mass" traffic scene involving No.14, horse-drawn vehicles, delivery bicycles and a "penny farthing" velocipede. We must report that the actions of some of the prospective riders being auditioned for this vehicle caused great merriment to all present, as they wobbled along and eventually crashed onto the ground. An unsuccessful aspirer stated

"A man can do great damage to his personage with one of these b*+†?%* contraptions. "You know what I mean", he roared, as legs, arms, the handlebars and large front wheel finished in a heap on the grass. "The handlebars are the most dangerous part," he reflected. We digress – The "mass" scene was done five times; two rehearsals and three takes. The final tramway sequence for the day involved the tram travelling along the access track with four young ladies walking towards the camera and the tram passing between them and the camera. This scene was taken seven times, for various reasons.

After a day of tension, concentration and hard work (pleasurable of course), the tram was docked at 7.25 pm; therefore, twelve hours of work was thus finalized. One worker was heard to forcibly say, "I'm er tired".

The society desires to thank the following for their hard work and constant effort (some were at the depot until 11.30 pm the previous night to the filming); they contributed in no small way to the success of the venture. Brian Wood for painting out the "zebra" stripes and other tasks; Peter Winspur for assisting in this sphere; Andrew Hall and Bill Kingsley for preparing No.14 for the road; Rolf Jinks for mechanical adjustments; Richard Gilbert as liaison officer and his success in this field during the preceeding weeks and on the 27th January; special thanks are due to Bob Prentice for arranging a "period" uniform and appearing in the film as the motorman. The society's thanks are extended to Ian Stewart of Museum of Transport and Technology, Auckland, New Zelaand for providing suitable badges for the caps; to Brisbane Tramway Museum Society for supplying one only "Inspector's" cap that was worn by Bob as part of his uniform (special thanks to Bill Daniells, President of B.T.M.S. for his help and advice).

No. 28 Report.

After a lot of effort and patient hard work, tram No.28 operated successfully electrically along the access line on Sunday 13th March.

During 1971, when the society acquired trams from the S.E.C., No.28 was provided for "spare parts" as it had suffered accident damage when in collision with a road vehicle, which resulted in one end being extensively damaged. The society, realizing the importance of such an asset as a single truck tram, resolved to rebuild, and overhaul, the tram in order to return it to revenue service.

Graeme Jordan spearheaded the many hours spent in restoring and renovating 28; the tram will run in circa 1960 livery, incidentally. The

Bendigo Trust assisted us greatly by providing a skeleton frame of a complete front end off former Bendigo tram No.10. Other members who have assisted are Brian Wood, Andrew Hall, Warren Doubleday, Rolf Jinks and the Lodington Brothers, plus many others who have helped from time to time. Our thanks to you all!

All that is required now — is for the roof canvas to be applied at the repaired end, life guards to be fitted and a general clean out and check over; soon, 28 will be in service in Wendouree Parade!

Overhead Report.

Peter Winspur has expended much energy on overhead maintenance; a major task undertaken recently was the partial re-tensioning of the overhead that had suffered storm damage. This was caused by a severe storm toppling a tree across Wendouree Parade and the overhead wires during November, '76, and straining them between the Gardens Loop and St. Aiden's Drive, resulting in the overhead sagging too low between bracket arms thus restricting tram speed

to series operation. Peter has managed to re-tension these contact wires to within satisfactory limits

Another task undertaken has been the re-tensioning of contact and span wires over the depot fan; some small modifications to frog positioning and the job has been completed!

Begonia Festival.

The tramway operated from the 5th March to the 14th inclusive, thus adding a further attraction to another very successful festival.

On the Saturdays and Sundays during this period, a service of two trams was provided; although the late Sunday and Monday saw three trams in operation. During the week days, one tram catered for the number of fares offering.

As you can see, passenger traffic was heavy, thus contributing to a successful financial result.

On Saturday, 5th March, whilst one tram was at the Gardens Loop, the Governor of Victoria, Sir Henry Winneke, boarded it for the purposes of press photography.

BYLANDS . . .



Tramway Museum Society of Victoria

Car Work.

Restoration began on cable trailer no. 299 during January, when scraping down operations commenced on the exterior panels. Sanding the pitted panels followed, together with removal of sashes and fittings. Our aim is to steadily work on this tram during the following months so that it can pair with grip car no. 28 later this year. When this takes place, we will at last be able to happily answer visitors: "YES we have a cable tram on site; it's up at the front of the Depot."

We receive many such enquiries, and it is quite obvious that the public interest in Melbourne's cable trams is considerable.

Trackwork.

Regauging of the main line for some 150 metres north of the yard limit is well in hand and should be completed during April. Spreading of filling to provide a "walkway" for "Charlie" will then allow extension of the horse

tram service to "One Tree Hill".

Exhibition.

We again participated in the annual Model Railway Exhibition conducted by A.M.R.A. at the Camberwell Civic Centre for four days over the Labor Day weekend of March 11 to 14. Our stand was somewhat larger than last year, and Tony Cooke built an extension of "tramway street" for the model layout. Once again we had a most useful period when the Society's name and purpose was brought to the public's notice. A further batch of our brochure was printed for distribution to visitors, and we were most grateful to the Ministry of Transport for providing us with stocks of two of their productions which were handed out to the public. These items were the press-out/fold-up cardboard replicas of the new "Z" type trams and a large folded poster of the various areas in which the Ministry is involved. The "Z"s proved so

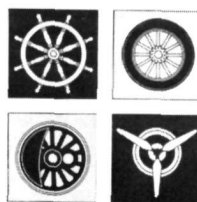
popular with the public that a rationing system had to be instituted during Sunday! Our stand was judged equal second for society scratch-built layouts, just half a point behind the winner. Unfortunately, as the judges were circulating around the hall, we suffered a power problem which brought the trams to a halt for less than three minutes - but quite long enough to cost us penalty points, and the first prize.

Australia's first lady Horse Tram Driver? Regular driver Brian Weedan watches as trainee Jo Duncan "re-couples" Charles Horse to No.256 at the Union Lane terminus, Bylands, 6.3.77.



GLENORCHY . . .

Tasmanian Transport Museum Society



A SHORT HISTORY

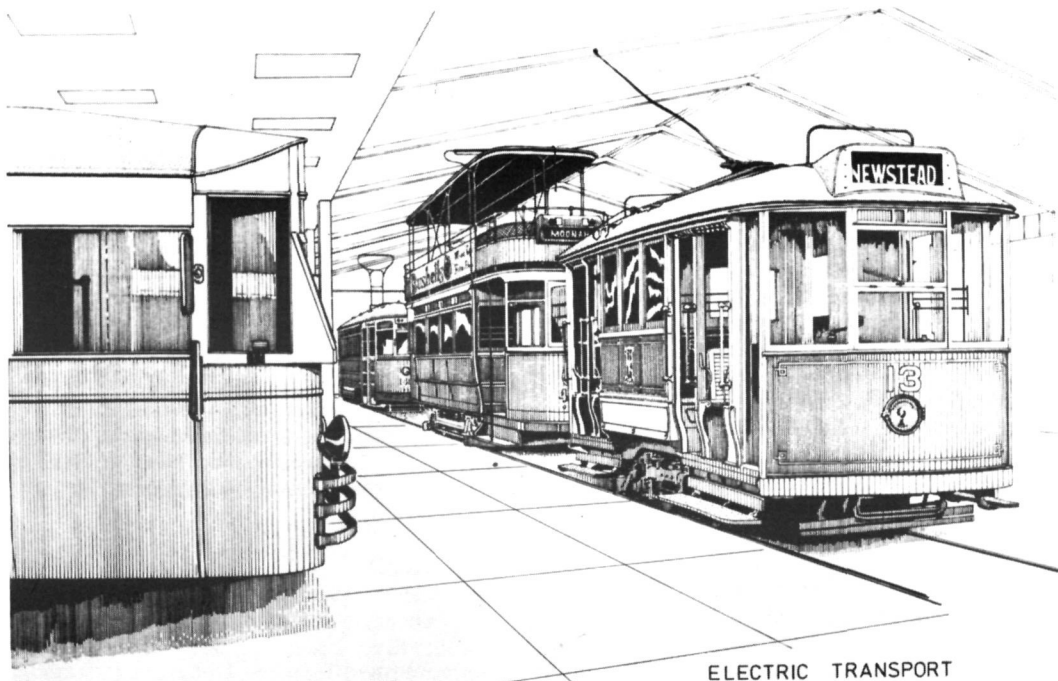
The 1950's saw the end of phasing out of electric tramway services in Tasmania. The Launceston tram system closed in 1954 and many Hobart routes were closed to be replaced by electric trolley or motor buses.

In 1958 with the closing of Hobarts system in sight, the Australian Electric Traction Assn. made preliminary enquiries about Hobart car disposal - only days after the last Launceston tram (which had been set aside for preservation) was finally sold. In 1960 these enquiries were taken up by four young local members. Their enthusiasm was rewarded when the M.T.T. agreed to donate bogie tram car No.141 com-

plete and in running order for preservation. Meanwhile the Transport Commission agreed to house the vehicle in the Hobart Railway round house.

Following the closure of Hobart tram services on 21st October 1960 the small group were obliged to raise \$200 to move the tram. Their efforts were successful and on October 15th, 1960 tram 141 was transported and put into storage.

The original intention was to move the tram to either Melbourne or Sydney for preservation but this proposal was rejected due to high transport costs. The A.E.T.A. suggested that a Trans-



ELECTRIC TRANSPORT

T.T.M.S. Electric Transport Exhibits.

Hobart Trolley Bus No.74

Hobart Bogie tram car No.141.

Hobart Double Deck tram car No.46.

Launceston single truck car No.13.

Showing projected layout of original scheme.

Drawn D. H. Jones.

*Tasmanian Govt. Railways "M" class locomotive
No.5. Built 1951 by Robert Stephenson and
Hawthorns Ltd., Darlington Works B/No.7425.*

Donated by T.G.R.

Photo D. H. Jones



port Museum be established in Hobart and the idea was well received by the local group. The following year thoughts were given to establishing a separate association constituted as a transport museum. This finally led to the formation of the T.T.M.S. in July 1962.

At this stage the fledgeling Society had only one exhibit but their endeavours quickly turned to the preservation of electric trolley buses and steam locomotives which were being withdrawn from service. The policy of the Society being that the Museum should be comprehensive and include as many examples of Transport that operated in Tasmania as possible.

Electric Transport.

In March 1964 the M.T.T. donated Hobart Trolley bus No.74 built in 1942. This vehicle was at the time of withdrawal from service the oldest trolley bus operating in Australia. Later the Society was to acquire Hobart Trolley bus No.235, the last to operate in Tasmania.

The Society was very conscious of a need to preserve and have displayed a representative collection of Electric transport vehicles. Unfortunately the more interesting vehicles had been disposed of years before. There no longer existed a complete Launceston tram or one of the famous Hobart double deckers. The search began therefore for bodies which might be suitable for restoration. In 1973 the body of double deck Car No.13 was donated and later another double deck Car No.46 was purchased. It is proposed to rebuild No.46 incorporating parts from No.13. In 1974 the body of Launceston single truck car No.13 was located at St. Helens (262km from Hobart) purchased and transported to Hobart.

These vehicles represent the most formidable restoration job facing the Society. They have been standing in the open for over 23 years and are stripped of all mechanical and electrical equipment. Perhaps the most urgent need is for two Brill 21E trucks to place under the bodies.

One of the most active groups within the Society is concerned with the preservation of tram 141 and the two trolleys in operating condition. Using donated and improvised equipment they have tested and overhauled the vehicles and have run them over short distances. When located at the Museum these vehicles will be the first operative exhibits.

Rail Transport.

The Society pioneered the preservation of steam locomotives in Tasmania and will display the largest collection of 3'6" gauge locomotives in the State. Early enquiries regarding donation

of locomotives was not encouraging and the first locomotive preserved was ex T.G.R. 4-8-2 Q5 purchased for \$700 in October 1965. This engine was purchased on time payment but such was the dedication of members that consideration was soon given to the purchase of a second locomotive. A 'C' class 2-6-0 locomotive was chosen being representative of a large class, small, simple, economical to operate and suitable for hauling enthusiast specials at some future occasion. Locomotive C22 built by Beyer Peacock in 1902 was selected and purchased for \$500 in 1967. The Society was later to acquire five more steam locomotives including a famous Mt. Lyell 'Abt' engine (No.2 built 1898) and a 'Climax' all by donation. A variety of rolling stock has been preserved including a carriage built for the Launceston and Western Railway in 1869 for the opening of Tasmanias first conventional railway.

Other Exhibits.

In August 1967 the Society acquired the triple expansion steam engine from the former Derwent River steamer "Sorrento". A steam generating plant from the Hobart tug "Warang" has been donated and the Hobart Marine Board will make available a 25 ton capacity steam crane providing problems associated with its dismantling and transport can be overcome. Other steam exhibits include a 30 H.P. Marshall stationary steam engine and a 'Robey' traction engine.

Motor vehicles include a 1934 Dodge Fire Engine, a 1939 Chevrolet fire tender (ex D.C.A. and T.G.R.) a 1947 Wolseley sedan (converted to a rail car and formerly used as a Director's car on the Emu Bay Railway) and a 1930 A.J.S. motor cycle.

Two buses have been acquired in recent years. They are an A.E.C. Regal Mark II half cab diesel (ex h.M.T. ex M.T.T.) and a Leyland Tiger half cab (ex Launceston City Council ex M.T.T. 361).

Some Society members have purchased or preserved items and have agreed to place them on regular loan for exhibition. The Veteran and Vintage Car Club also will co-operate by making available vehicles on loan.

In addition the Society has accumulated many smaller relics - the paraphernalia of railways and tramways, pieces of equipment, tools makers plates, uniforms, tickets plans, photographs and documents are among this collection.

Negotiations are continuing for additional items and the Society intends to devote a small section to air transport and horse-drawn vehicles.

Site.

The search for a site on which to establish the Museum commenced soon after the Society was formed and many frustrating years were spent on this task. A major pre-requisite was that the site needed to be in close proximity to the railways to facilitate the movement of railway locomotives etc. The availability of such sites in the Hobart area was very limited due to unfavourable terrain and the high cost of land.

The location of the museum in a country area seemed inevitable when the Glenorchy City Council, with whom negotiations had been proceeding almost since the Society's formation, agreed to make available portion of the King George V Park. Subsequently a 21 year lease was signed in 1972. The site is ideal in many respects, being level, adjoining the Main Railway line, only 8 km from the centre of Hobart and convenient for most members to attend working bees etc. Although the site is not large, a development plan has been prepared to take full advantage of the area. It is hoped that when the museum is established other land may be made available for expansion, especially for the laying of track on which to operate electric and railway vehicles.

Planning

From a small beginning with one vehicle the number of major exhibits has now increased to over 26 and will expand further as time goes on. Initial plans were for a modest building to house the then small collection but as numbers increased the need for a larger building became obvious. Sketch plans were prepared in 1973 for a conventional type museum with most exhibits displayed indoors. Escalating building costs put the building of such a complex far beyond the resources of the Society and it became necessary to rethink the design of the museum layout.

From this has evolved a practical layout, which can be developed in stages as finance permits, consisting of a blend of new and authentic 'second-hand' structures. Because railway vehicles compose the largest group of exhibits, the rail transport section will occupy the major portion of the site and will consist of a railway station complete with associated equipment, a turntable and a round house to display locomotives.

Site development is expected to take place in stages as finance and circumstances allow. The area has been enclosed with a security fence and a milestone was achieved last October when, after the laying of track, railway exhibits were moved to the site.

Plans are in hand to erect a 22m x 12m building to house electric transport exhibits and later buildings will contain a variety of items including road vehicles, marine relics, various types of steam engines small displays etc. and include workshop facilities. In the meantime many exhibits are stored in a number of locations in and near Hobart.

The Society.

The T.T.M.S. has a current membership of over 80 whose interests cover all fields of transport. Tasmania's small population accounts for the more general nature of the Society but this allows a free exchange of transport information often lacking in specialised societies. Regular monthly meetings are held which apart from discussion of Society business allows opportunity for talks, films, slides of transport topics. A monthly newsletter is distributed to members and individual members have published items of historical and general interest relating to transport.

Excursions and visits of inspection are organised from time to time often to mark significant events in Tasmania's transport history. The Society initiated steam rail excursions in Tasmania and comprehensive tours of Hobart and Launceston trolley bus systems were arranged at the time of their closure. The Society recently arranged a public display of photographs and a rail excursion to mark the centenary of the main Hobart — Launceston railway line.

The T.T.M.S. is unique among Australian preservation groups and the comprehensive nature of its museum has many distinct advantages. It is a concept which could well be adopted by other museum groups in Australia.

The Society is proud of its achievements in preserving Tasmanian transport relics. Much more remains to be done in the years ahead but given the continued dedication of members and the support of the Community the Museum will develop as a valuable educational resource and a place of pleasure and attraction for the enthusiast and casual visitor.

SUPPORT YOUR MUSEUM

ATTEND WORK PARTIES

AND PARTICIPATE !

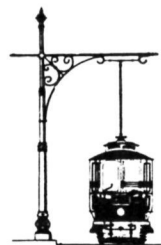


Hobart B.U.T. Trolley Bus No.235. Built - City Body Works Hobart 1952 for H.M.T. Its last run on 24.11.68 marked the end of public electric transport in Tasmania. Purchased by T.T.M.S.

Photo D. H. Jones.

LOFTUS . . .

South Pacific Electric Railway



Members Day and Barbeque

Approximately 50 members, family and friends took advantage of the fine weather on Saturday 26th February last to ride the trams at Loftus and generally have a look around and a talk. During the afternoon a frequent service operated using cars N 728, O 1111, P 1497, R 1740, Brisbane 180 & 295 and Ballarat 12. Ballast Motor 99U had some of the junk cleared off and seats temporarily installed and also made several trips.

However, the significant event of the day was the official entry into service of Brisbane Phoenix car 548. At 4.15 pm, driven by Bill Parkinson, 548 emerged from depot track 3, ceremoniously bursting through a paper banner across the depot entrance; the culmination of many months of patient restoration work. At 4.20 pm, driven by Chris Jacobs, 548 left the depot yard for South terminus on its first revenue journey. After pausing at South termi-



Brisbane 548 in all its glory. The two members mainly responsible for its restoration pose with it. Bill Parkinson is in the cab and Chris Jacobs alongside.

Photo A. Cody

nus for photos it then proceeded to the Princes Highway terminus. Numerous trips were operated by 548 during the remainder of the day, several of which were to the accompaniment of bagpipes played by member Bob McLaren.

During the afternoon, one of the Society's buses, 1939 Albion double decker, formerly DGT 1615, driven by Dennis O'Brien arrived for display. Before leaving Loftus 1615 posed beside 01111 for photos, probably the first meeting between a former Manly tramcar and one of the replacement buses since the closure of the Manly system in 1939.

Following the days activities, a barbeque was held to the musical accompaniment of an electronic organ provided by Col Rhodes. All present voted the day a success and thanks are due to Bill Waddell for providing the barbeque facilities and to all others who helped to make the event enjoyable.

Note:

The day was organised to commemorate the closing of the Sydney tramway system on 25th February, 1961. It is notable that with the re-entry into service of 548 we are operating a car that was built after the Sydney system closed. Built in 1963, 548 only served Brisbane until 1969 and in fact has now been in Sydney longer than it was in Brisbane.

Lady Hopetoun Cruise.

The first of two outings on the former Sydney Harbour Trust steam yacht 'Lady Hopetoun' was held on Saturday 12th March last. Departing from Blackwattle Bay the vessel steamed to Garden Island, Neutral Bay, Lane Cove River and up the Parramatta river to the Ryde Bridge and returned to Blackwattle Bay at about 5 pm.

Rollingstock.

The laborious job of removing the old white lead from the roof of LP 154 has now been completed and a coat of red lead applied preparatory to recanvassing.

The interior of the steel sides of R1 1979 have been treated with rust preventative and the refitting of the ceiling slats is progressing.

New interior leather communication cords have been fitted to R 1740 and Brisbane 548 by Jim Lucas and Wayne Armitage. New pull straps have also been made and fitted to several cars to replace worn or missing straps.

Storage

Four more LCL containers have been purchased, together with another ABV body to enable many of the smaller items at present stored in and around the depot to be properly sorted and stored. The final result should enable the depot and surrounds to be kept in a more presentable condition.

Bus Acquisition.

Following the withdrawal by the PTC, late last year, of the last of the front engined, half cab, double deck buses, it was felt that a representative of the last type built would be an appropriate addition to the Society's collection. Several members purchased 2619, an AEC with Clyde body built in 1952 and it has now joined the other buses in the Society's collection in store.

Site Developments

The report in "TW" December, 1976, on site negotiations indicated that the problems of obtaining the Loftus site appeared to be nearly solved. Since then the situation has entirely reversed. The Department of Main Roads now wants to resume a large part of the proposed depot area at Loftus Station. This action if it proceeds will make the site too small to be of any use.

The reasoning, if any, behind this move is not known. The department's freeway plans are now discredited and it would appear that the

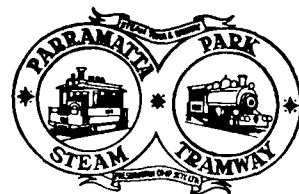
Sutherland by-pass road will be upgraded to replace the Southern Freeway in this area, however our new site is on the outside of a curve and it would not appear feasible to use it for roadworks. It should be remembered that the original reason for having to move from the present site was because of the projected freeway going through it.

On a brighter note, a revised scheme for a museum complex at Campbelltown is in the

final stages of planning and it is expected that an initial start will be made on its development in the immediate future. The boundaries of this site are well defined and the South Western Freeway which runs down one side has been constructed and only awaits the finishing touches.

The society is participating in this scheme although our part in it is more of a long term nature rather than immediate.

PARRAMATTA . . .



Steam Tram & Railway Preservation Society

Works Report

Trailer car 191B has recently had the canvas and white lead (or what was left of it) stripped from the roof. This is in readiness for firstly, a generous application of linseed oil to the roof timbers, after which white lead, hessian and new canvas will see the roof fully restored in the original manner. It is estimated that the structural restoration of the car is 90% complete and our target date of 30 June this year, for structural completion, still seems realistic. A breakdown on the cost of restoration has not been made yet, but \$2,000 to \$3,000 would probably be the order. Anyone who has inspected the car recently will agree that our carpenter, Ted Stevens, is executing a grand job. What a metamorphosis in reverse: self contained flat with everything including the proverbial kitchen sink and a chip heater, back to a 70 seat trailer car.

Fickle Finger of Fate.

During February Sydney experienced one or two particularly violent storms which cut a swathe of damage in belts across the metropolitan area. One of these storms cut across Parramatta Park and caused substantial damage to the depot roof. A section of the western side turned back on itself like a sardine tin lid. This left most of the KA car exposed. So far repairs have been made in 'unfurling' the roof, but more work remains to be done replacing twisted roofing iron. What do they say about 'one step forward and two backwards'?

Recycling History.

A foot note to Ken McCarthy's excellent Kiama Tramway articles. Early in the 1960's several 'archaeologists' from this society organised weekend excursions to the old loading bin area of that quarry tramway. Armed with blowtorches, picks, shovels, etc., these intrepid diggers, ably led by the Badger, excavated a goodly amount of 40 lb rail. (Incidentally it was the Badger and this writer who nearly destroyed the old Gibson Battle loco - TW February 77, page 18 - by fire when fiddling around with antique blowtorches.) The rail was in use for several years at Parramatta Park until replaced with better rails, the new ones having more 'pudding in the head'. After lying unused since then the old forty-pounders were utilised in the recent construction of a siding alongside the depot to store bogies, etc. As members laid the new siding they wondered if the relaid rails would ever be relaid again and where!

SUPPORT YOUR MUSEUM

ATTEND WORK PARTIES

AND PARTICIPATE !



Ted Stevens and Bruce Irwin removing the last of the canvas etc. from the roof of 191B. 1022 is in the background going about the business of earning revenue to finance the new roof. February 1977.

Photo Peter Stock

ST KILDA . . .



Australian Electric Transport Museum

Car 192

Following completion of the majority of the interior work on Car 192, attention is now being turned to finishing the exterior painting and varnishing. Minor fittings such as destination boxes are now being reinstalled. The only two major jobs remaining to be completed are the detailed lining out of the exterior and the reinstallation of the service braking system. The handbraking system has been completed and functional for some time.

Redecoration.

Recently completed redecoration jobs include the repainting of the waiting shelter at

St. Kilda terminus and the interior of the Inspector's Cabin at the Museum. The exterior of the cabin was repainted in 1975 under a REDS project, but it was not then possible to complete the whole building.

Wheel Bearings.

Following his earlier success at preparing new axle box journal bearings for the driving wheels of Ballarat car 34, Ron Jenkins has recently metalled and turned a set of pony wheel bearings in his own workshop for this car.

Stores.

A number of useful parts have been secured for the Museum stores from A type car No.6 which was being demolished along with an adjacent house on a block at Semaphore.

Peter Keynes has completed the development of the stores shed by the installation of fluorescent lighting in place of temporary festoon lighting previously used.

Annual General Meeting

The Annual General Meeting of the Museum will be held on Friday April 29, 1977 at 8 pm in the Sir William Goodman Hall, Hackney Road, Adelaide.

"G" type Birney car 303 has just been despatched from the Museum yard on its way once more to St. Kilda with a load of enthusiastic riders.

John Radcliffe.



Comment...

T.W. February 1977

- p. 3 "Newcastle to Plattburg by Steam Tram"
A somewhat abusive letter was received concerning the statement that "on the death of King George VI" . . . "Elizabeth II was elevated from the role of Heir Apparent to Heir Presumptive".

Several higher degree holders in English History were consulted prior to the appearance of this statement, and further views have been obtained since . . . The whole matter is a case of semantics. Until the death of King George VI, Princess

Elizabeth was the "apparent heir." After his death and during her journey back from Africa on the truncated Royal Tour she became the "presumed heir" until the brief proclamation ceremony was performed on her immediate return to London.

This matter is now closed. We are willing to discuss historical facts in this magazine, but we do not wish to expend valuable space on a protracted argument concerning semantics.

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.

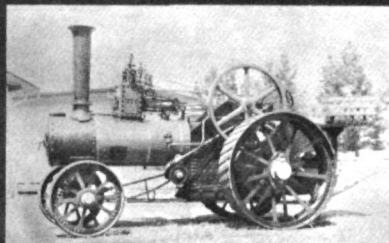
Correspondence: The Secretary, TMSV.
Box 4916, Mail Exchange,
MELBOURNE. Victoria. 3001.

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.

BOOKLET (Steam Preservation Society)

6" x 9" with
48 pages on
Gloss paper



1. Steam in Industry and Agriculture

54 photos of
Steam machines
Past and
Present.

NOW AVAILABLE
\$1.50 each plus postage 25cents.

Available from most Societies or
S.P.E.R. Publications,
P.O. BOX 103, SUTHERLAND. N.S.W. 2232.

*Singapore Tramways No.1 poses for its photo
at the Preston, Lancashire, works of the United
Electric Car Company.*

