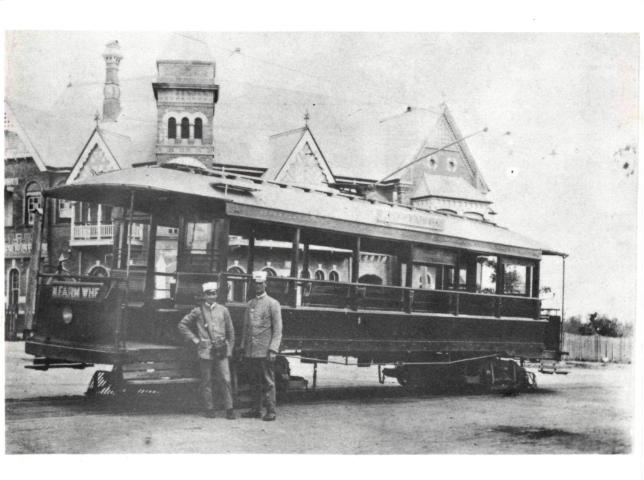
TROLLEY WIRE

- 86

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AUSTRALIAN TRANSPORT MUSEUMS

NUMBER 173 DECEMBER, 1977



JOSEPH STILLMAN BADGER, THE BRISBANE TRAMWAY COMPANY LIMITED AND QUEENSLAND

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CONTENTS

City Section					2
"Joseph Stillman Badger".					
Museum Directory					
Museum Notes & News					
The Sydney Scene					
"Thirty Years Ago"					

SEASONS GREETINGS TO ALL OUR READERS

FRONT COVER

The crew pose for their photo with Dreadnought 145, a product of the Brisbane Tramways Co's Countess Street Workshops.

BCC collection.

Comment . . .

With this issue our silver Jubilee year comes to a close. In the February issue we promised some major articles to mark this occasion. Unfortunately this program remains incomplete, due to many reasons, but mainly that our contributors have to earn a living in other fields and the time necessary to research and prepare major articles is not always available at the required occasions. The program will be continued in forthcoming issues.

Trolley Wire was originally printed by Fordagraph on butcher's paper cut to size by hand. We trust that readers will consider the present production somewhat better. Page 1 of the first issue is reproduced on the back cover of this issue.

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Joseph Stillman Badger, The Brisbane Tramway Company Limited and Queensland -G.R. Ford

This paper is the result of research carried out on Joseph Stillman Badger for inclusion in the Australian Dictionary of Biography.

The title of the paper, Joseph Stillman Badger, the Brisbane Tramway Company Limited and Queensland, may appear an unusual choice, however, after reading this paper, I am certain you will join with me in saying that Badger's Tramway Company has influenced our lives today more than any other company. I would even dare to say that perhaps in some ways this influence even outstrips that of the World Wars. Despite their importance, Badger and the Company have had little accurate history written about them: Badger's life was very secretive as I found out when compiling his biography.

To commence our story I must briefly reiterate the history of tramways in Brisbane up till Badger's time. For more details I refer you to my paper, *Development of the Horse Tramways of Brisbane*, Journal of the Royal Historical Society of Queensland, Vol.IX No.5, Pp 115-137, Brisbane, RHSQ, 1974.

After several years of struggle a private company, the Metropolitan Tramway and Investment Company, which included Sir Thomas McIlwraith, late Premier of Queensland, Charles

Employees of the Brisbane Tramway Co. at the opening of the electric system on 21 June, 1897. J. S. Badger is in the center of the front row.

Hardie Buzacott, late Post Master General and then managing director and editor of the Brisbane Courier, directors of the Queensland National Bank and others as directors, opened a horse tramway in Brisbane on 12 August, 1885. The Company was always in financial difficulties and never made a profit, despite the constant State Government and Local Authority help handed out by various members of the Company in a position to do so. Even the Tramways Act of 1882, written by Charles Hardie Buzacott himself, and described as being one of the most favourable tramway acts in the world, as far as the operator was concerned, was not able to help. After considerable losses and delays in electrification plans caused by depression and the 1893 floods, the Company resolved to sell out the tramways. To facilitate this a new company, the Brisbane Tramway Company Limited, was incorporated in Great Britain on 14 November, 1895. The MTICo had already sold out to the BTCo on 30 September, 1895. Although a new company with capital of £250,000 in 5 shares, many of the share holders were the same. The principal instigators of the move were Sir Thomas Mc-Illwraith, Sir Malcolm McEachern, Andrew McIllwraith, William Cain, F.B. Clapp and Harold Clapp. The first action by the Government was taken on 1 October, 1895 when the time for Government/Local Authority purchase was extended to 20 September, 1920. The sale was approved on 3 October and on 6 February, 1896 the purchaser was approved of by the Gov, nment. The purchase price was £ 105,200 for a system valued at £131,700/17/2d.

I have no intention of going into great detail on the Company structure, however this much I will say. The new electric tramway was built and equipped by the Brisbane Tramway Construction Company. On 30 June, 1900 this company went into voluntary liquidation and a new company, the Brisbane Electric Tramways Investment Company Limited took over its responsibilities plus that of insurance also. The BTCCo held all but 7 of the shares of the BTCo. Only the BTCo was registered in Brisbane, this being done on the 29 January, 1896, although several local people held shares in the BETICO.

The Brisbane Tramway Company immediately commenced planning the electrification of the horse tramways and the construction of new routes. The General Electric Company of USA was awarded the contracts for equipment of the system and as this was one of the first electric systems south of the Equator, and General Electric's first in the South Pacific,



they turned it into a demonstration system. One of their best engineers, JOSEPH STILLMAN BADGER, was despatched to Brisbane to install the system. Thus our man arrived in Brisbane in May or June 1896 and set up headquarters at the Gresham Hotel.

Badger was born in De Ruyter, New York, U.S.A. on 28 November, 1851 the son of Joseph A. Badger of Cazenovia, U.S.A. and Almyra E. Coon of New York, New York, U.S.A. He is reported to have attended high school firstly at Whitewater Wis. and then at Woodstock Ill. He attended Hedding College, a small liberal arts college run by the Wesleyan Church, in Abingdon Ill. Correspondence with the above institutions do not substantiate these claims however. Badger started his employment in the "telephone business" in 1882. In 1890 he was employed by the engineering section of the railroad department of the Edison Company (now General Electric) and was stationed in New York City for about four years. In 1894 he was transferred to the Edison factory at Schenectady, New York. It was from here he left to take up his appointment in Brisbane.

In 1897 he accepted the offer of the Brisbane Tramway Company to stay on in Brisbane as Chief Electrical Engineer as Mr. J. J. Walklate

had had to return to England because of failing health. By 1899 he was General Manager, a position he held until 1921. By the time of the first World War he had been appointed Managing Director. He is reported to have earned a salary of £2,000 p.a. but I cannot verify this unlikely amount. He retired from this position in February, 1922. While employed by the BTCo he returned to the U.S.A. on several occasions, 1914, 1919 and 1922 being some. He finally returned permanently to the U.S.A. in 1923 althoug he and Mrs. Badger did visit Brisbane again about 1929.

Badger married twice. He wed Carrie Mabel Hewitt in Elgin, Illinois, U.S.A. in 1882. They had two sons, one named Richard Badger and the other possibly named C.E. Badger. Carrie Badger died in Brisbane on 7 July 1909.

On 24 June 1914 he married Marion Stirling of Toowoomba, Queensland, in the U.S.A. He presumably met her on the ship going over. Marion Stirling was born in 1880 (?) and was a daughter of James Stirling of Taylor Street, Toowoomba. No children are known of from this marriage. She died at their home in Monrovia, California (19 miles from Los Angeles) on 22 March, 1931. Badger died on 22 November, 1934 aged 83. He was a staunch Presbyterian and a Republican.

Badger has been described as both arrogant and philantrophic. He was despised by the workers and upheld as a fine example of a businessman by others. He was an adventurer in the truest sense - He embarked on a new career in a new country at 45. He was an accomplished photographer, recording much of the early history of the electric Tramways on film. Badger owned the first automobile in Toowong and was one of Brisbane's first motorists. He was instrumental in the formation of the Royal Automobile Club of Oueensland and was later President. He was also a member of the Queensland Institute of Engineers; the Queensland Club (joined 1902), the Royal Society and the Johnsonian Club. He supported the Queensland University Extension Committee and much of his technical library is now in the University of Queensland Library. Badger was a pious man and is reputed to have used the Bible he kept prominently on his desk as his guide in all his business activities. The welfare of his employees was important to him. Nurses were employed to take care of sick employees and their families. The Company even had its own ambulance. He supported the children's hospital and would

even personally pay for the hospitalisation of an employee or his family for an extended period, if it were necessary.

In the business world he was ruthless and would stretch the law to its utter limits and beyond, if necessary, for the successful operations of the tramways. At least 10% of all trackwork laid by the Brisbane Tramway Company was laid without the necessary Order-in-Council ever being applied for. Little is known of his private life.

While living in Brisbane Badger lived at the following addresses —

1897-1899 Miskin Street, Toowong

1900-1905 ?"Belleview", Norwood St. Toowong.

1905-1912/3 Sherwood Road, Toowong (at the Toowong Tram Terminus - steps led up from the terminus to his backyard.)

1914-1915 Hargreaves Road, West End.

And his last place of residence, Simpsons Road, Paddington. All of the last three residences were on tram lines.

It is not for his many moves he was noted however. He or rather the Company had its own private tram, Car 100, which was used on several occasions to open new lines, with Badger at the controls, and to entertain guests. During the First World War it was even fitted with a piano and parked in Edward Street for Patriotic Concerts which were conducted by the Tramway's Branch of the Red Cross, Mrs. Badger being the President. Both he and Mrs. Badger were very patriotic, although he never took out British Citizenship, and throughout the War they used the trams however they could to help the War effort. But, most of the 100's life under Company ownership was spent as a private tram. It was fitted with fancy seat covers, carpets and brass chandeliers. Each day it was used to pick up the more important BTCo employees, all of whom seemed to live on the Toowong Line: The lower their rank the closer into the city they seemed to live. It was no co-incidence that the Toowong Line finished at the back steps to Badger's home. In fact each time Badger bought a new hom after Sherwood Road, the tramlines were extended, illegally at times as in the case of Paddington, to his door if they did not exist already. It is actions such as this that made the workers regard Badger as an arrogant, pompus, hipocritical, Bible bashing, Presbyterian Yankee.



Although partly deserved these words do not describe the man, Badger was an astute business man. Although popular opinion is still that the BTCo was a money hungry monopoly it is little realised that up till 1910 the BTCo was urging the Government or the Local Authorities to take them over. They even drafted in collusion withthe Local Authorities, planned acts to permit such an even or an alternate proposition whereby the Government would take over the construction and equipment of the lines and the Company operate the lines, both parties sharing the profits. The later proposal was totally unacceptable to the Labor Party as they would not have been able to make as much political mileage out of it as they were out of attacking monopolies, the BTCo being number one target. The man they were dealing with was no

fool.

Badger had quickly shown he was an able and courageous administrator. This is why the BTCo asked him to remain as Engineer and Manager. Badger overcame delays in the delivery of electric cars by electrifying several old worn out horse cars. He used the loopholes in the Tramways Acts to the Company's advantage and ensured that the Company's views were well known in Government circles. Several local directors were even members of the Cabi-

Laying the Toowong line in 1903/4 at the Cnr of Dean Street and Lower Sherwood Road, (now Woodstock Street).

J.S. Badger, BCC collection.

net at times. But 1912 is his year for, from then and for the next ten years he was a rallying point for capitalists throughout Australia and later the world. He appears to have gained his reputation as an arrogant person because of the stance he took against the extremely militant Australian Labour Federation. His actions led to the infamous 1912 General Strike.

Sensing coming strife, after the formation of a Brisbane Chapter of the Australian Tramways Employees' Association, Badger promoted it was rumored, the reformation of the Brisbane Tramways Employees' Association, which took place on 1 May 1911. At the same time he introduced a new Company regulation which all employees signed to indicate their acceptance of the same. This regulation prohibited "the display of badges or any other token likely to lead to invidious distinction being made by the men themselves or the passengers." This regulation thus became a condition of employment.

The new union was not pleased and challenged this regulation in the Arbitration Court. However, despite the fact that the date for a hearing had been set, these men, in response to imported southern agitators and local Labor Members of Parliament, who saw political mileage in the issue for Labor at the coming State Elections in March, decided to wear their badges from 12 noon on 19 January, 1912 in defiance of the Company's order prohibiting the wearing of them. Their intention had been well publicised and the streets were lined with people waiting for the showdown.

All men wearing badges were taken off the trams and told to report to Badger, who, in a personal interview with each employee, gave him the option of removing the badge or being suspended. Most chose suspension. That night a skeleton tram service ran until 7.00 pm to get the workers home and then Badger closed the system down. Next morning a skeleton service using loyal crew members recommenced, during working hours mostly. On 30 January a General Strike, to support the Tramway men, was called by the Labor Federation. The motion carried was - "That this meeting of delegates representing 43 unions, recognising that the action of the Brisbane Tramway Company in prohibiting its employees from wearing a badge, the symbol of their unionism, constitutes an attack on the principals of unionism, and on the spirit of the statute law - Federal and State - resolves that a general cessation of work take place at 6.00 pm on Tuesday evening, the 30th instant, unless in the meantime a satisfactory settlement is arrived at."

Some unionists, such as the engineers at the tramway power house, jumped the gun and struck on the 29th. Tram services struggled on until 1 February when, following several attempts at wrecking trams, one involving dynamite, the services were suspended indefinitely.

Strikers had tried to blow up a Bulimba Ferry peak hour tram by placing dynamite in the points so that the weight of the tram would explode it. Fortunately it failed to explode. Another incident occurred near the Red Hill terminus where a tram was derailed by strikers.

The State Government was reluctant to act, preferring to leave all to their friend Badger, who by now also held Power of Attorney for the BTCo, as an election was due in March. It was only after an attempt was made on the life of Sub-Inspector Carroll on February 1 that Premier Digby Denham acted and asked the Federal Government for troops to quell what was now almost total anarchy. The Trades Hall

had taken over the government and were telling shop keepers who could open for business etc. and had instituted their own form of money—redeemable notes.—which the strikers used to buy the necessities of life. Those businessmen who refused to accept them were forced to close up shop. The Federal Labor Government, under Fisher, sympathetic towards the strikers, refused to send in the troops so Denham called up the disbanded Queensland Volunteer Army and swore in special constables to break the power of the Strike Committee, being led by J. Harry Coyne, M.L.A. President and John A. Moir, Secretary.

I have no intention of elaborating on the strike in this paper. It in itself would require several papers to adequately cover it. It will suffice to quote now from the "Official Bulletins" some extracts pertaining to Badger, as seen by the union officials involved, or "Red Ribbonites" as they were known by some people, in reference to the alledged Communist backing of the strike. Throughout the Strike both the popular press and the general public were with Badger: Many of the strikers were also secretly with him but were afraid to publicly voice their disapproval of the strike.

From Official Bulletin, No.2.

Quoting from the "Catholic Press" Sydney.

"The serious trouble that suddenly developed from a very trivial cause in the tramway service shows that the relics of barbaric power, which in ancient times a cantankerous employer could exercise over those condemned to slave for him, are not yet altogether eliminated from our industrial life, even in our twentieth century civilisation."

Quoting from the Age.

"Seldom or never has a great crisis been balanced on a more puerile triviality than the general strike now proceeding in Brisbane. If the reports which have reached us describing the genesis of the event are accurate, Australia has never been acquainted with a man whose name will go down to industrial history as a monument to stubbornness and stupidity."

From the Committee Executive.

"the tyrannical locking out of the Brisbane Tramway Union men, for asserting their manhood and rights as free citizens to wear the badge of their union - as other unionists do has now conclusively proved that the Brotherhood of Labor is no meaningless term in Queensland."

From Official Bulletin No.6.

"The Courier" is going silly in her anger. The old lady strives to make citizens believe the strike was squashed by lying and on the same page publishes telegrams showing how Queensland is paralysed from Brisbane to Bourketown. "(The Strike was broken in Brisbane on 5 February but spread to other Queensland centres. It was not until March that Queensland was again placid.)

From Official Bulletin No.9.

The real ruler of political and capitalistic Queensland is a foreign industrial tyrant, an unnaturalised British subject, who disdains to have his name placed on the electoral roll of State or Commonwealth. Can Queensland be said to have Home Rule?

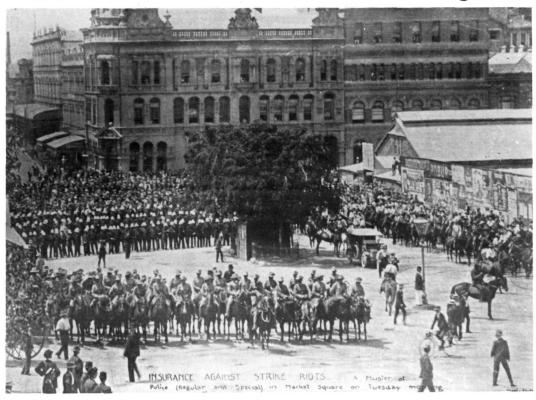
From the Brisbane Courier of 6 February, 1912, referring to 5 February:-"The running of the trams was the outward and visible sign of restored constitutional authority. People cheered the men in tribute who had courage to preserve their independence and manhood in the teeth of waxings and threats and attempts to draw obloguy upon them"

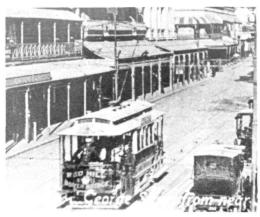
The first tram, car 203, a scrapper, appeared in the streets at noon under heavy police guard. All major intersections from the Countess Street Power House to the Valley were heavily guarded. A service of twelve cars operated between The Valley and Vulture Street, South Brisbane. Railway goods and some passenger services also recommenced. The victory of the strike was Badgers. Badger and his supporters, the volunteer/tram drivers and the Special Constables, collectively known as Badger's Men were hailed as the upholders of Freedom of Choice and Constitutional Government by most, however, the Arbitration Court found in favour of the Union. The people chose Denham's Government again at the polls. Badger or the Company never re-employed a striker.

Many of the strikers were re-employed after the Government took control of the tramways in 1923 and it is upon the reminiscences of one of these men, G. R. Steer, and the unionists that most peoples' opinion of Badger today is

Some of the hundreds of police and special constables assembled in Market Square, now King George Square, on 6 February, 1912, prior to setting out on patrol.

Queenslander.





California type car 11 in George Street, Brisbane circa 1908. – K. Magor collection.

based. Steer, by the way, was Secretary of the Railways Union at the time of the strike, the first union to come out in support of the "tramies". Many of the men who worked during the strike and after, found that, with the re-employment of the strikers, their job became a worry.

In 1915 Denham's Government fell and T. J. Ryan became Premier. He and the rest of Labor renewed their attacks on the BTCo. Because the expiration of the franchise was near, this being due on 20 September, 1920, the Company was reluctant to spend money on the system. As a result the tramways became run down, overcrowding was common and public feeling against the Company grew as a result. The War didn't help nor did Government restrictions on importing foreign goods, which included almost all tramway material. Those parts made in Australia were of inferior quality and superiorly priced. Ryan and his Government saw that the time was opportune to overthrow the Company and so in 1917 introduced Bills to authorise the regulation of fares and the compulsory purchase of the system. Following receipt of the following letter by the Queensland Government's Agent in London, Sir Thomas Robinson, the Government withdrew the Bills.

TELEGRAPHIC SUMMARY OF THE TWO BILLS REFERRED TO IN THE CIRCULAR

I. (BILL REGULATING FARES, ETC.)— Repeals sections of existing Acts regulating fares, etc. Each route must be divided into section not less than one mile in length, divisions subject to approval Governor in Council. Company may charge not exceeding one penny for each

section, but total fare payable in respect of two or more sections shall not exceed through journey ordinary fare for such route payable on the 1st November. If the Company does not make divisions provided for, Governor in Council may make divisions. Route sections and fares. subject to revision by Judge of Supreme Court, who may prescribe route sections and fares which in his opinion are fair and reasonable to passengers and to the Company, provided fares as prescribed shall not exceed fares payable at date of passing of the Act; also, provided such fares as in the opinion of such Judge will enable the Company to make a profit exceeding 5 per cent. on value of Tramway shall be deemed to be excessive. Value of Tramways shall be taken at fair market value, due regard to nature and condition of such Tramways and to state of repair thereof, and to circumstances that it is in such position as to be ready for immediate working, and to suitability of same to purpose of undertaking, but without any addition in respect of goodwill or any similar considerations. Value to be decided by Judge of Supreme Court. No appeal. If profit in any year exceeds 5 per cent. Company may be required to apply excess in improvements or extensions, or in default forfeit to Government excess profit. Penalty for failure to run sufficient cars not exceeding £1,000.

2. (PURCHASE BILL) – Provides that on the 20th September, 1920, Tramways shall vest in and become the property of the Crown, freed and discharged from any mortgage, lien, charge or encumbrance whatever, and that the Company shall on that date give possession to the Crown. The amount of purchase money payable and the basis upon which the same shall be determined shall be the same as if compulsory purchase by Council under the Tramways Acts of 1882, 1890 and 1913 and any agreement made in pursuance of the last mentioned Act. It shall be lawful for the Crown to pay the Company and for the Company, at its option, to accept purchase-money in Government 41/2 per cent. Debentures, currency 21 years, but where any part of the Tramways has been constructed without authority, for which by law authority under any Act should have been obtained, such part of the Tramways shall become absolute property of the Crown as if constructed with such authority, but compensation shall not be payable for such part of the Tramways, and in ascertaining the amount of purchase-money such parts of the Tramways shall be wholly disregarded.

Bank of England

11th July 1918

Dear Sir Thomas Robinson.

I have received a visit recently from a deputation representing the London Stock Exchange who came to enquire whether the Bank, as issuers of Queensland Government Loans floated in this country, would support a protest which the Stock Exchange are making against the re-introduction in the Queensland Legislature of two Bills relating to the Brisbane Electric Tramways Investment Co., Ltd., which had lapsed with the close of the previous Session.

I understand that Representatives of the Stock Exchange expressed to you the views of that body in regard to the matter when the Bills were originally introduced so I need not repeat them here; nor have I any desire whatever to intrude my opinion with regard to the internal affairs of the Queensland Government. I do think however that it is the Bank's duty as financial Agent of so valued a customer as your Government to point out to you that in the Bank's opinion, if the facts are as stated in the printed pamphlet published by the Company on the 7th. January last, the passing into law in their original form of the two Bills in question would be likely to have a serious effect upon the credit of the Queensland Government in this Market and might render impossible for many years to come the successful issue here of another Queensland loan.

It is by no means clear, however, as I pointed out to the deputation, that the legislation which it is now proposed to introduce is identical with the former Bills. Should it prove that the new Bills contain other provisions not open to the same objection. I trust you will forgive me for having troubled you with this letter and will believe that it has been written with the sole desire to protect the interests of your Government.

Yours sincerely,

(Sgd.) Brien Cokayne

Premier Theodore and Hon. J. Huxham, were left the responsibility of the final planning of the takeover; this occurring on 1 January 1923 when the Brisbane Tramways Trust took over the control of all Brisbane Tramway Company Property, including that in dispute.

Because of this stance against Ryan's and then Theodore's Governments, Badger gained European, if not World, reputation as the following press cuttings testify.

THE TIMES, Jan. 8, 1918

QUEENSLAND GOVERNMENT AND BRISBANE TRAMS.

Shareholders in the Brisbane Electric Tramways Investment Company, which has its headquarters in London, have been sent to-day a letter from their board of directors drawing their attention to what certainly appears to be a most inequitable attack on their property by the Oueensland Government, now under a Labor administration. The board have been informed by cablegram that two Bills have been introduced by the Government in the Queensland Legislature, which, if passed, must seriously prejudice the company's position. The company owns a system of electric tramways serving the city of Brisbane and its suburbs, the current being supplied by the company's own power station. Under Acts of the Queensland Legislature of 1882, 1890 and 1913, it holds a concession to carry on the undertaking in perpetuity, subject to purchase by the local authorities at any time after September 20, 1920 and was empowered "to charge for the conveyance of every passenger any sum not exceeding 2d. per mile or fraction of a mile." But by the two Bills now introduced the Government proposes -(1) To reduce the fares to not more than a penny for each "section" of the route - such "sections" to be not less than a mile, and to be settled, if necessary, by a Judge of the Supreme Court, who is to arrange the reduced fares, without further appeal, so that the profits of the company shall be restricted to not more than 5 per cent, on what he considers to be the value of the tramways, with no allowance for goodwill, and (2) to take over the undertaking on September 20, 1920, on behalf of the Crown, with an option to pay the purchase-money in Four-and-a-Half per Cent Government Debentures.

THE FINANCIER AND BULLIONIST Jan. 10, 1918.

The legislation proposed is nothing more or less than a flagrant repudiation of the terms of the contract between the Government and the company, upon the faith of which the tramways were built, equipped, and operated. The directors state that all necessary steps to protect the company's interests will be taken. We can only hope that they will be successful. The company is protected by the Acts of Parliament already in force, and to the spirit and letter of which it

is entitled to appeal. The Government, in attempting to violate the original contract, is guilty of great injustice, which, if persisted in, can hardly fail to prove injurious to Queensland credit, the maintenance of which ought to be one of the Government's very first considerations. Very little reflection should convince it that any trifling advantage it may gain by acquiring the tramway undertaking at a low cost will be more than offset by the damage its action must do to the interest of the Colony among the investing classes of the Mother Country.

BRITISH AUSTRALASIAN, Jan 10, 1918

The effect of the first Bill will be to reduce the Company's profits (probably very seriously in view of the increase in working expenses everywhere which has been causing transportation companies to advance fares), and consequently to reduce the purchase price, which depends upon the profits. In short, as the directors of the Brisbane Electric Tramways Investment Co. observe, the Queensland Government having in effect made a contract with the Company, on the faith of which it has expended large sums of money (and we may add has not made unreasonable profits), now proposes to break the contract and confiscate the Company's property. We should not be prepared to contend that no monopoly concession should ever be reviewed, and its terms modified in the public interest, but, on the facts available, the Queensland Government seem to have no justification for their proposals to vary their contract with the Brisbane Tramways Co. We hope, therefore, that on further consideration, the Government will recognise the unfair character of the proposed measures, and withdraw the Bills. If they persist in them, they are certain to do very serious harm to the credit of the State on the London money market.

THE INVESTORS' REVIEW Jan. 12, 1918.

Some years ago the people of Melbourne and Victoria tried to get the Gas Company there "on the cheap," because it was mostly owned in the Old Country. They failed, thanks to vigorous remonstrances, but the working man everywhere seems to be insufficiently educated to learn wisdom by experience. So he forgets his lesson, and accordingly we have the people of Queensland ready to play the same trick

DECEMBER, 1977

with the Brisbane Electric Tramways. These tramways were built with British capital, under agreement with the then Government of Oueensland, and they have served the people of Brisbane well. Probably the maximum fare of "2d. per mile, or fraction of a mile", became too high in time, although it may not have been so at the start, but we have no evidence that the company has ever charged maximum fares. The ordinary business instincts of its management would have forbidden that. The move has been made simply because the Labour Government in Queensland thinks it sees the chance to buy the property at its own valuation. Two Bills have been introduced into the Legislature; one provides for a DRASTIC revision of fares, and stipulates that they shall be reduced to a point which in the opinion of a judge of the Supreme Court will restrict the company's profits to 5 per cent. of the value of the tramways, such value to be assessed by the said judge, from whose decision no appeal is to be allowed. In drawing up his judgement he must allow nothing for goodwill, or any similar considerations, and it is further provided that should the company make more than 5 per cent. profit in any year the excess is to be applied in improvements or extensions, or in default to be forfeited to the Government. That is a pretty sweeping measure of confiscation, is it not? Having thus destroyed the value of the property another Bill directs that on September 20, 1920, the original date, the Government shall have the option to pay for the property acquired at this shrunk valuation in Queensland Four per Cent. 21-year Debentures. We hope the workingclass Government will pause before it rushes into a piece of short-sighted folly of this description.

I might add that the Tramways Purchase Act of 1920, Theodore's final attempt at unaided takeover, was unable to be implemented by the Government because the local authorities could not afford to upgrade the system and as a result, on the initiative of the BTCo, the Tramway Trust Bill was drawn up in 1922 and passed by Parliament. By this stage the Company realised takeover was inevitable and were probably trying to be rid of what was now a run down system as quickly as possible, while not losing financially. It was whether goodwill and whether those parts of the Company's property which were not strictly tramway, for instance the supplying of industrial and domestic power, should be included in the purchase price and also whether lines laid illegally, over, 8% of the system, belonged to the Company or the Crown, that now caused the final disagreement. After protracted negotiations, court cases and several redrafts of the Bill, most of this taking place through Badger, an agreement on the compensation to be paid was reached on 19 May, 1924 just as the case was called before the Privvy Council. The purchase price was fixed at £1,400,000. Thus, two years after the Company lost its assets payment was finally made by the Tramways Trust.

Badger, now in ill health retired from the turmoil of the business/political world and returned to a "fruit ranch" in Monrovia, 19 miles from Los Angeles, California, U.S.A.

He died in 1934 from heart disease and is buried in the "Live Oak" Mausoleum.

Although he lost the fight in the strike, Badger proved to Australia that agitators were not going to rule industry, at least not for several years time. The tremendous scare rought on Queensland however was not so easily healed. Years after the strike men who worked with Badger were down graded by both unionists and members of the public when recognised. People were known to let a tram pass and wait for the next one if it had a "scab" as a crew member. The name "BADGER" is still remembered by most older people today and, depending upon their standing in the community, their views differ.

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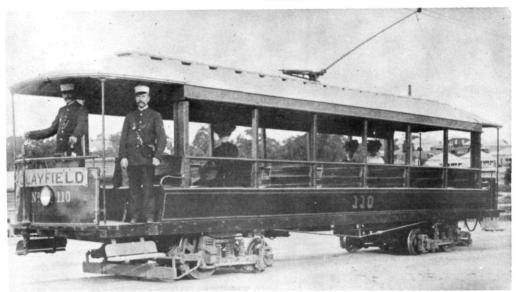
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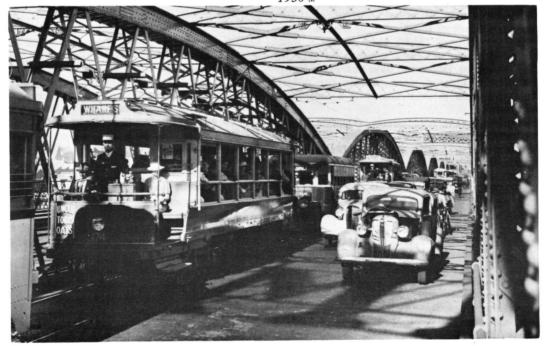
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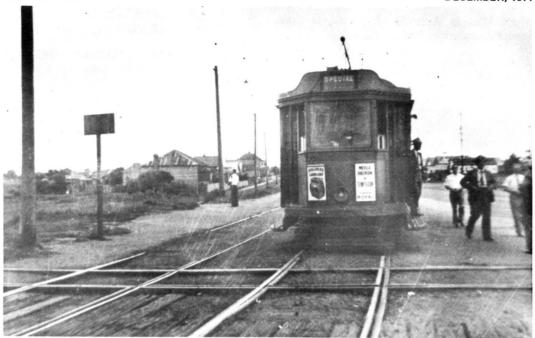


Dreadnought 110 in original condition. Built in 1906 before the production run of this type commenced it was the third and last non-standard car.

— W.A. Jones & Co.

Dreadnought 174, the last of its type built by the B T Co, is seen, in largely unaltered condition, crossing Victoria Bridge in the late 1930's.





Thirty Years Ago - THE FIRST ENTHUSIAST TRAM TOUR IN N.S.W.

On Saturday 6th December, 1947, thirty years ago this month, a joint tram tour of the Newcastle tramways was conducted by the Australian Railway Historical Society and the Sydney Branch of the Australian Electric Traction Association. Thirty years seems a long period of time, and casting ones mind back to that excellent December day, and considering what has happened since then in the public transport field in Australia, it IS a long time ago.....

Although the trip, circular for this event, emphasised that the tram tour was "definitely limited to 70" only approximately thirty enthusiasts took up the offer. The tram tour charge was 3/- (30¢) per person, and even in those days of low wages, this was a bargain as the tram trip covered most of the 20 route miles of the Newcastle system still then in service occupying almost 5 hours.

The party departed from Sydney Central at 8.20 am in a reserved car on the Newcastle train and arrived at Broadmeadow at 11.26 am where the special tram was joined at 11.43 am "LP" type tramcar 298 was provided for the excursion and, prior to lunch, carried the visitors to Waratah and then to the City Terminal at Parnell Place. Here the tram was parked on the siding

within the baloon loop which once formed road 18 of the steam depot at that location closed in 1927.

After a brief period set aside for lunch, 298 traversed the Merewether Beach line, where the official party photograph was taken at the terminus, then to Glebe and Mayfield. The tour next proceeded to Gordon Avenue Depot and tramway workshops at Hamilton. At this stage the 97 "LP" passenger trams and service stock were housed in the 12 road covered depot area as well as on outside roads 13, 14, 15. During 1949 roads 14 and 15 were removed and outside line 13 was altered to connect with road 12 to make more parking room available for the bus fleet. At its height, during the late 1920's Hamilton depot contained 33 roads, the last 8 being used to store the displaced steam rolling stock in an area known at "Rotten Row". Most of the 25 electric roads were still available in 1943, but by 1947 the tramway system in Newcastle had reached a decline.

Prior to departing for the long trip to Wallsend, the tour party inspected the service

"LP" 298 at the "Gully Line Crossing" Lambton Road, bound for Wallsend on the tram tour, December 6th, 1947. K. McCarthy photo.

stock, 126S, 131S, 29W and 32W as well as the hearse cars at the rear of road 12. "LP" 298 was able to show its paces on th lengthy sections of reserved track of the Wallsend tramway. between selected photo stops. At Wallsend the tour tram was shunted into the siding at the island platform terminus as the regular terminal road was occupied by the service coupled set cars. This was the changeover point until 1930 between the electric cars from Newcastle and the steam trams to West Wallsend and Speer's Point, and "LP" 298 proved to be the last tram to use the siding, as the adjacent tramway bridge subsided two months later and all trams were then forced to terminate on the Newcastle side of the bridge.

The tour concluded with a fast run back to Adamstown Junction then a short trip to Adamstown Terminus along Brunker Road, which was then the entry route of the Pacific Highway from Sydney. On returning to Adamstown Junction at 4.50 pm the party walked to Broadmeadow Station where the "up" Northern Tablelands Express departed for Sydney at 5.14 pm.

Although this was the first tour organised in N.S.W. three tram tours had already been held in Victoria at that stage by the A.E.T.A. The set routines of later tours were established at this time.... tour members tended to stand at the front of the car rather than sit throughout the tram; the best vantage points at photo stops were eagerly contested; tracks only used in emergency situations were traversed as often as possible "officials" displayed a willingness to look the other way when the tour tram reached the depot so that the visitors could ignore the "No Admittance" signs clearly displayed at the entrances......

On this Newcastle tour the Racecourse line could not be traversed as the tracks had to be cleaned to enable trams to work there on race days and December 6th was not on the Newcastle Race calendar. Beside the use of the Wallsend terminal siding, the tour tram terminated on the little used siding at Waratah, used the complete circuit of Parnell Place terminus, ran on the Railway Street Junction connection only used by special workings reaching Hamilton Depot from Mayfield, and worked along Gordon Avenue to the Depot.

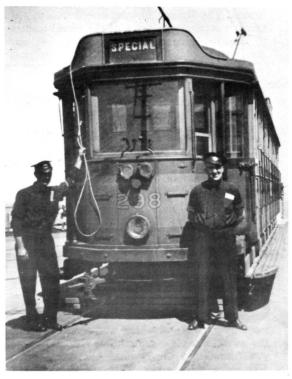
The emergency Hamilton Depot connection along Denison Street and Lawson Street was not available for use. Its existence seemed to be ignored by the tramway undertaking. The story is told that on a Saturday morning in 1946, prior to the introduction of the 40 hour work-

ing week, a derailment blocked the Depot Junction at the Gordon Avenue/Tudor Street corner and so the limited trams on the road had to struggle with the mid-day peak load, the relief cars being bottled up in the depot. A local "tramfan", on hearing of this during the following week, asked the Dispatcher why the emergency Lawson Street exit had not been used. He received the reply that nobody had thought of this!

Despite the excellent organisation of this pioneer tour, due to the work of Messrs. G. Taylor and K. Winney, the small attendance caused it to run at a loss. It was not until March 25th, 1950 that the enthusiasts were ready to provide a pay load for the second N.S.W. tour, this time in Sydney. By that stage the Newcastle tramway only had 2½ more months of service remaining, so the tour of December 6th, 1947, thirty years ago, was the first and last such venture held in that northern N.S.W. city.

The driver and conductor pose in front of "LP" 298 at Merewether Beach during the tour held on December 6th, 1947.

K. McCarthy photo





* Museum Notes and News



C.O.T.M.A.

News from the Council of Tramway Museums of Australasia

Various routine matters and administration items are always passing between various societies and the COTMA Executive, but the main item at present is probably the 1978 Conference, which is to be held in Christchurch from April 22-25 and is being hosted by the Tramway Historical Society. The venue is the United Services Hotel, a gracious old Victorian establishment located right on Cathedral Square. COTMA hopes to have as one of the principal speakers at the Conference Geoffrey Claydon, who will be known to many as Secretary of the very successful Tramway Museum Society of Great Britain. The Society's museum and tramway at Crich is recognised as one of the world leaders in the field. In addition, he will visit our museums in Adelaide, Ballarat, Bendigo, Bylands

Sydney, Wellington and Auckland during his brief period in Australasia, as well as the tramway undertakings of Adelaide and Melbourne.

Further details of the Conference are available from the COTMA Delegates of each affiliated museum.

The Auckland Regional Authority has advised COTMA that it is prepared to make surplus equipment available from the Auckland trolleybus system. The Tramway Division of the Museum of Transport and Technology will be acting as agent for COTMA-affiliated museums and will be co-ordinating activities in Auckland. All but 30 of Auckland's trolleybuses have now been scrapped and most routes have been closed. Most of the overhead is still in position.

ST KILDA . . .



Australian Electric Transport Museum

CAR 303 WITHDRAWN

'G' type car 303 was withdrawn from traffic from November 12, 1977 and work has commenced on the final refinishing of this car. Initially, all seats have been removed. Ceiling beading has been removed for stripping and revarnishing. When beading was removed from the advertisement boards inside the saloons, it was found that the original Adelaide boards, which were smaller, were still in position beneath

the larger boards which had presumably been installed in Geelong. An ivory ceiling colour scheme was also revealed.

GOLD MONOGRAMS ON 192

Linework has now been completed on the northern side of car 192. The detail includes a very elaborate gold M.T.T. monogram which was copied from one painstakingly exposed from a similar panel taken from another 'D'



In December 1972, the M.T.T. had withdrawn all but 18 of the 308 three-door underfloor engined buses built to replace the Adelaide trams. In 1973, No. 623 was donated to the AETM, but after the Trust took over the private bus companies in 1975, it was obliged to return 50 of these buses to traffic. In addition, it inherited a further 50 back from the various operators. In the subsequent critical bus shortage which followed, the Trust requested permission to return 623 to traffic. Since 1975, 623 has operated as No. 39 (now 8439) in the fleet of Elizabeth Passenger Services, though it still bears its original fleet number within, and is readily identi-

fiable from its original number-plate. (Buses purchased by the former private companies received new alpha-numero registration plates.) Its Elizabeth colour scheme includes a pale blue waist band imposed over the traditional M.T.T. silver colour scheme. Lettering is red with navy shading. More recently, buses have been repainted in standard silver colours. The recent commencement of deliveries of an order for 310 Volvos has resulted in three-door buses once again beginning to enter retirement, but as yet 623 has continued to be required for traffic.

John Radcliffe photo.

type car. Chris Andrews and Max Fenner have carried out extensive research into the colour schemes of 'D' type cars, rubbing down panels layer by layer with wet and dry paper and taking coloured photographs of each different lettering design as it is exposed.

PUBLIC TRANSPORT CENTENARY COMMITTEE

The one-hundredth anniversary of the commencement of a co-ordinated system of urban public transport in Adelaide, namely the commencement of services of the Adelaide and Suburban Tramway Company Limited to Kensington on June 10th, 1878 will occur shortly. The Chairman of the State Transport Authorit has appointed a committee to examine the bility of celebrating the occasion. Members of the committee include AETM President John Radcliffe together with a repre-

sentative of the STA Bus and Tram Division, the Horse-drawn Vehicles sub-committee of the National Trust of S.A., and the Institution of Engineers, Australia. A Special General Meeting of the AETM was held on December 9, 1977 to discuss to what extent items owned by the Museum might be available for special exhibitions in connection with the centenary celebrations. Details of any palnned events will be given in subsequent issued of TROLLEY WIRE. **DEPOT UPGRADING**

Provision was made in the 1977-78 AETM works budget to commence a programme of reroofing the original four-road tram depot which was built with reclaimed second-hand materials in the period 1961-1965. Sufficient new steel sheeting has now been delivered to St. Kilda to permit approximately one-third of the roof to be replaced. Work will commence at the eastern end of the building.

FERNY GROVE...



Brisbane Tramway Museum Society

The elections for officers of the society were held at the Annual General Meeting and saw the following results. Mr. John Hudson was returned as President. Mr. Dennis Parry was returned as Vice President and Mrs Gwen Ford was elected as Junior Vice President, Mr. Garry Ford was returned unopposed as Secretary and Mr. Peter Hyde was unopposed for the position of Treasurer. Mr. Noel West was returned as Councillor and joined by Mr. Jim Bradley and Mr. Allan Ward.

Society activities off-site over the past few months have included the collection of the spare parts for the SEA Baldwin Loco from Bulimba. A power station and further equipment including gates, chain blocks, jacks gantry and a coin counting machine from the Milton workshops making good use of a truck made available through International Harvester Co.

Most of the Archives have now been removed from the Newstead Park Sub-station to archives officer Tom Carters house for storage, restoration, sorting and cataloguing.

On-site work has commenced on the restoration of the museums motor vehicles, the guttering has been installed on both depot buildings a further section of the No.2 depot retaining wall has been completed together with a further section of the roof. The first 40 feet of the drain for the No.3 road inspection and service pit has been completed and a start made on the permanent trackwork in the workshops building.

The grounds beautification programme has received a boost from the activities of member John Marshall who on his last visit donated and planted a number of shrubs and an oak tree.

The members and council of BTMS would like to wish all members of all museums the compliments of the season and every success for the coming year.

BALLARAT ...



Ballarat Tramway Preservation Society

ANNUAL GENERAL MEETING:

The A.G.M. was held on Sunday 16th Octover, 1977 and the following Board of Management was elected unopposed. President: Frank Hanrahan, Ballarat Vice President: Len Doull, Melbourne Vice President: Bill Jessup, Secretary Noel Forster, Treasurer: Carolyn Dean, Ordinary Board Members: Geoff Dean, Campbell Duncan, Richard Gilbert, Graeme Jordan, Bill Kingsley, Peter Winspur.

After the formal meeting at the tram depot Members were invited to ride the tramway and partake of afternoon tea at the depot.

CHRISTMAS OPERATIONS

The trams will operate, as far as possible, every day from 26th December 1977 to 5th February 1978 inclusive. Basically a single truck tram will operate weekday services supplemented by a two tram service at weekends sometimes incorporating a bogie tram.

SCHOOL CHARTERS

As the school year draws to a close the charter business increases to cater for end of year outings. Thursday 10th November saw a tram chartered to convey 20 students of the

Trinity Grammar School and on Tuesday 22nd November 90 students from the Maryborough Primary School travelled in a chartered tram prior to a ride on the Lake Wendouree Paddle Boat.

R.C.T.A. VISIT

The Rail and Coach Touring Association set forth on a bus tour to Western Victoria on Saturday 15th October 1977 and called at Bungaree for morning tea. This group has previously called at Bungaree to partake of our catering and once again were treated with a fine spread of food. Our name as a caterer within railfan and tramfan circles is getting well known and thanks is due on this occasion to our refreshment 'concessionaires' Carolyn Dean and Gavin Young ably assisted by other society members. Graeme Jordan should also be thanked for his hard work on the pianola which resulted in much appreciated musical strains being filtered throughout the most convivial gathering.

ALBION PARK...



Illawarra Light Railway Museum Society



STEAM LOCOMOTIVES

The restoration of the former Kiama 2ft gauge 0-4-0ST Davenport locomotive is nearing completion. The loco was lowered onto its new bearings on October 15th and by the end of that month the connecting and drive rods as well as the eccentric linkage had been refitted. Although the rebuilt saddle tank will not be lowered into place until the initial boiler tests are completed, it has been repainted externally

"South Bulli No.2", built for Thomas Saywell, by Hudswell Clarke in 1888 (B/No. 297) shown at Albion Park on November 12th on the completion of an external repaint.

K. McCarthy photo.

and sealed internally. On November 12th the cabin was squared and steel strengthening brackets refastened, while a start was made on overhauling the main steam valve and linkage.

Concurrent with the Davenport restoration,

progress has also been made on the 0-6-2 T Perry locomotive. During October and November new pins were manufactured for the brake rigging, while the wearing points in the spring levers have been rebushed. Shims have been fitted under the driving wheels' hornway guides and the steam brake cylinders have been overhauled and faulty valves renovated.

The more "cosmetic" work aimed at bringing Shay loco No.2 up to static display condition is continuing. The bunker received two coats of black enamel during October, and the former owners' names "A & D Munro" have been painted on the bunker sides in a lettering style favoured by the Lima works at the turn of the century.

Standard gauge 0-6-0T loco "South Bulli No.2", which will be 90 years old next year, has also received attention during October and November. During 1976 this engine was sand blasted and undercoated with primer by a contractor while the ILRMS continued the task by applying a white undercoat and black enamel down to the footplate. Restoration stopped at that point pending the completion of the chain wire loco compound as visitors were climbing over the loco and damaging the paintwork. The wheels, motion and underframe have now been painted black while the buffer beams have received two red coats. Name and number plates have been refitted, while a start has been made on repolishing the brass steam dome cover and smoke stack flange. By mid November the only tasks required to complete this restoration were the painting of the cab interior grey and a general touch-up of the black above the footplate.

AROUND THE MUSEUM

During November a concerted effort resulted in the walls of the former Yallah station receiving the finish coats. Further detail paint work around the door frames and windows is needed to complete this project. Some additional effort has been centred on the standard gauge CHG guards van entailing the cleaning and painting of the chassis sills.

STATIONARY STEAM ENGINE SECTION

On October 22nd an ILRMS member donated a small two cylinder horizontal steam winch unit to the museum. This is a product of Holman Bros. of Camborne, Cornwall. The history of the engine has not yet been traced, but its compact dimensions seem to indicate that it was designed to be readily carried through rugged country by two men. An interesting feature is a circular anchor collar for fastening

the engine to a post or a tree. The unit has since been cleaned and on November 12th operated by steam from the ILRMS stationary boiler.

The area around the boiler has been recently enlarged in preparation for the delivery of several stationary engines from the Wollongong Gas Works. The "Mercury" reported that a gas works was being erected in Wollongong during January 1865, but nothing further was heard of this venture. The successful Wollongong Gas Company was formed in May 1881 and tenders were called for the works and mains in August 1882. On August 20th, 1883 Wollongong was ceremoniously lighted with gas. On November 4th, 1921 the first electric street lamps replaced gas in the city area, and from that time the output of the gas works for lighting declined but expansion continued for the production of cooking and heating gas to commercial and domestic consumers.

The Wollongong Gas Company continually improved their plant but even during the 1960's, when most of the NSW gas undertakings changed to petroleum gas, Wollongong continued to produce coal gas, thus avoiding shortages experienced by the other undertakings during the mid 1970's due to unrest in the petroleum industry.

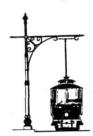
With the completion of the natural gas pipe line to Wollongong, conversion commenced on April 18th, 1977 and the last coal gas appliance in the city was adjusted on time at 5.30 pm on Friday October 21st, 1977. The retort fires had been drawn earlier on Monday October 17th, enough coal gas being stored to serve the needs of that week. With the conversion, the need for the gasworks siding, on which BCH wagons were shunted, has been removed thus the last part of the old Mt Keira tramway, opened in 1859 to connect the mine with Wollongong Harbour, has no further use.

Soon after the conversion a start was made on dismantling the old coal gas plant equipment and the stationary steam engines, used as vent engines and pumps, have been generously donated by the Gas Company to the ILRMS for preservation.

FOOTNOTE:

The Illawarra press revealed in November that the Mount Pleasant Coke Works, located beside the government railway between North Wollongong and Fairy Meadow, is to close. This means that the sidings constructed with chaired bull head rail will be abandoned. This could possibly be the last example of this construction form traversed by government railway vehicles in Australia.

LOFTUS . . .



South Pacific Electric Railway

DEPOT

The centre of work for the last few months has been the storage area adjacent to 4 road. This has been cleared and the items therein re-arranged. The first 3 bays have been lined with pyneboard and a brick floor has been put down. This is the area that is to be used for small displays. To allow freer access a traffic car will normally be stabled on the head of 4 road. With this in mind the last remaining section of overhead in the depot yard was installed to connect 4 road into the system. With this complete various cars were moved. PR1 1573 is now at the back of 3 road and O 1111 and N 728 are on 4 road.

ROLLING STOCK

LP154: New canvas has been fixed to 80% of the roof and navy dressing applied.

F 393: The southern end motor has been reassembled in the workshop and is waiting for the bogie to be readied when it will be replaced under the car.

R1: The ceiling slats have received the first undercoat. It is intended to move this car into the main shed to facilitate work on the exterior.

O 1030 (141S): The center compartment has been emptied and the various items therein moved to the side storage area or an LCL container.

180: New brake shoes have been cast and fitted.

TRAFFIC

Seven cars are presently available for traffic:

SYDNEY N728 O 1111 R 1740 P 1497 BRISBANE 180 295 548

Always a crowd when there's no work - the barbeque on Saturday 22.10.77.

W. Parkinson photo.



BARBEQUE

About 50 members and friends attended a barbeque at the depot on Saturday 22nd October, despite very windy conditions. Trams operated during the evening were: N 728,

O 1111, P 1497, R 1740, Brisbane 295, 548. Everyone appeared to enjoy themselves and thanks are due to Col Rhodes for bringing his electronic organ and to Bill Waddell for the barbeque facilities.

PARRAMATTA . . .



Steam Tram & Railway Preservation Society



OF BOILERS

As mentioned in our last report, the society was fortunate in locating a second-hand tram boiler. Following a tip by a member of a kindred society, Jack Midgley was sent on a busman's holiday to the scrapyard of Simsmetal in Brisbane. The boiler in question was without a doubt one of the best second-hand boilers inspected by the society since the search for a spare began. This boiler had apparently been one of a bank of three in use at the Lismore Hospital. However they had been replaced by a new plant capable of supplying a greater quantity of steam and hot water for new extensions. The other two boilers of the trio apparently had copper fireboxes and were cut up on site, with the third one going to Brisbane for Jack Midgley and Bruce Irwin taking a break from joining the old "40 pounders". The old "Dad and Dave" gate is only temporary. The new siding extends to the rear of the Depot building and will be utilised to store the Society's spare bogies, wheels, etc. January, 1977. (See April '77 TW). Photo Peter Stock.

disposal.

Seizing the bull by the horns (or the boiler by the dome) it was purchased immediately. After all there just ain't any more of these boilers around after four decades. The society was most grateful to Simsmetal for their assistance, firstly by removing the old lagging and secondly arranging suitable transport back to Sydney. So efficient was this service that a friend of the Society spotted what he thought

to be 'an old railway boiler' on a semi-trailer near Hornsby. He followed the semi as quickly as traffic allowed, finally catching the driver and learnt of his intention to go to Parramatta Park. A quick succession of telephone calls brought a crane, with the minimum amount of delay, to safely unload the boiler.

During October the captain and his crew prepared 1022 for its annual boiler inspection and refit. The tram boiler was given an ultrasonic inspection at the same time. The preliminary report showed a belly-plate thickness of 9/16ths of an inch.

OF ROOFS AND PAINT AND BRAKEPIPES

The job of re-canvassing the roof of 191b has now been virtually completed. The finishing ouches to fitting the canvas and the rebuilding of the small clerestory roof remain to be done. During August the entire car was undercoated by a team of young Rotarians. The car was undercoated inside and out. Beneath the flooring galvanised piping and suitable plumbing knuckles are being fitted to accommodate the vacuum braking. The handbrakes have already been overhauled.

OF PASSENGERS

The tramway was operated an extra day in September in conjunction with the nearby Westeria Gardens Fete. Patronage was in the order of over 400 passengers. Additionally Prince Charles visited nearby Cumberland Oval for a rally, so the opportunity to steam for the expected crowd was used. Unfortunately the Prince did not have time to enjoy a ride on Parramatta's premier attraction, but no doubt the 500 or so who did made up for that. The Treasurer was seen rubbing his ledgers with glee.

OF ANNUAL MEETINGS AND REPORTS

The 23rd Annual General Meeting (although the 5th A.G.M. since incorporation) was held on the 12th November. Frank Millier resigned from the board after many years service to the well-being of the society. At the subsequent election Frank Moag and Bruce Irwin filled the two vacancies. Frank Moag will now be found in his spare time boiling water in the Vulcan.

The Annual Report revealed that the steam trams operated on 17 occasions during the year in review (1976-77). They covered 173 route miles trundling up and down the tramway with 10,495 happy passengers in tow. Unfortunately these figures showed a slight decline due, no doubt, to the extreme heat of the summer months (who's for the surf), the 'ever-popular' petrol strikes and the abandonment of two steaming days due to heavy rains.

BYLANDS ...



Tramway Museum Society of Victoria

Work continues on cable tram 299's restoration, with further painting taking place, as well as making up the brake rigging and fitting truss rods to the under-car gear. Our "Gang Shed" doors have caused concern for some time, and were finally "overhauled" in October. Various minor repairs were carried out, as well as fitting new timber and holding catches. We have received an offer of a day's public service help from a Rover Scout Moot team for Saturday, 31st December. It is hoped to employ at least 100 young men and women on a variety of tasks. Planning is being pushed ahead to enable us to make a lot of progress on these jobs in the one day. Careful consideration has been necess-

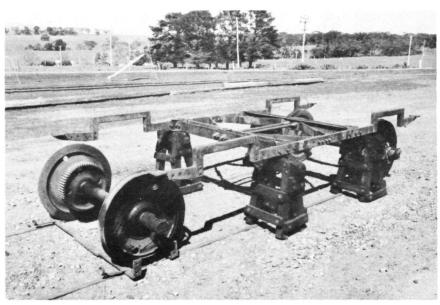
ary to ensure that only jobs that can be completed will be undertaken, otherwise we will be left with many tasks to finish and not a great deal really achieved in terms of definite progress.

Monday, January 30th, Australia Day, 1978 will see a "Transport Extravaganza" in Melbourne. The pagent and displays will be in connection with the completion of the "100 Years of Transport" mural now in its final stage by State Artist Harold Freedman. There will be a railway rolling stock display at Spencer Street station and steam trains operating to Caulfield. Vintage trams will run along Spencer Street, and the sailing ship "Polly Woodside" will be

adjacent to Spencer Street bridge. The Society will provide horse tram 256 and a cable tram set at the Spencer Street terminus of the Bourke Street routes. Vintage buses and fire engines will be present, together with some 300 veteran and vintage cars. This should be a day not to be missed by any transport enthusiast who can attend.

The Brill "Radiax" truck frame, after the M & M.T.B.'s Preston workshop had shortened it from 12 ft to 10 ft wheel base, to enable it to fit under Geelong "Pengelley" body No. 22.

Bylands 19/9/76



GLENORCHY . . .









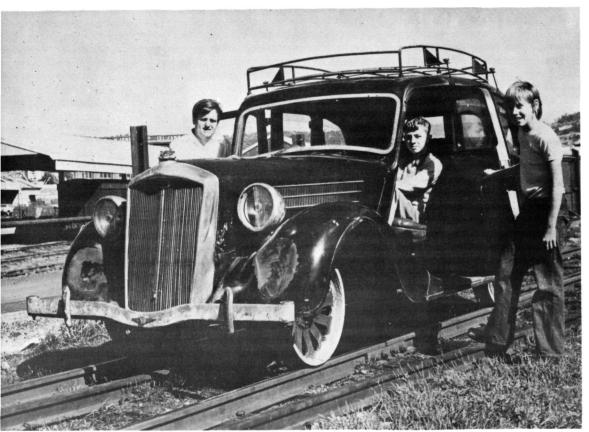
Tasmanian Transport Museum Society

Because at the moment there is nowhere at the site to store under cover, the Society's fully preserved electric traction exhibits, work on bogie tram car No.141 and trolley buses BUT 235 and Canton 74, unfortunately has to be undertaken away from the site, although the group have been involved on-site with restoration of the locomotives' electrics.

An engine-generator set mounted on a trailer was constructed earlier this year and it was intended that when towed behind any one of the items it would provide its means of mobility. However, it was found not to be large enough to actually move a vehicle, though most

useful for operational maintenance of all the auxiliary equipment. It was also proposed to augment the unit with the traction motor from "Canton" trolley bus No.85 but unfortunately that was "series" wound and so unsuitable for generation. For the time being therefore the vehicles have to rely on H.E.C. transformed and rectified mains. Ideally a "compound" wound 600 volt high amperage D.C. Generator would overcome the problem, but in the interim the Society has been fortunate in securing a "shunt" wound unit from the MT.T. Launceston Depot.

As reported in the June issue of T.W., trolley bus 235 was moved under cover last Easter



Tuesday, as its term out in the weather had taken its toll. However, the Mercury-Arc rectifier remained with No.74, so No.235 no longer has available a D.C. power supply.

Antoher B.U.T. trolley bus No.208 will eventually be moved to the site. It has no electrics other than lighting but its function initially will be to unload ½ cab diesel bus No.16 of tools etc. and the camp car of committee and lunch room necessities and in the longer term will provide spare parts especially tyres for the preserved trolley fleet.

Negotiations are currently underway to enable tram-car 141 to operate outside its existing boundaries as it is in the perhaps unique position of having the railway system as its host.

The Society held its first public open day on Sunday November 20th and it was a most successful day, over 1,000 people taking the opportunity to see at close range the exhibits stored already on the site and the restoration being undertaken on several of them. The Hobart City Council kindly arranged for its recently renovated "Marshall" steam roller to be present whilst members Wally Mounster and Arthur Knight set up a display featuring an

1947 Wolseley Sedan converted to rail car and used as an E.Z. Co. directors car on the Emu Bay Railway. Donated to T.T.M.S.

Photo D. H Jones.

experimental monotube steam engine which "The Mercury" newspaper described as providing possible answers for future fuel crisis problems using the principles of a bygone era. The Hobart City Band provided musical items whilst the public patronised the refreshment stall and game stand operated by member Noel Woodrow or the plants and general produce etc, stall run by our President, Ron Crowden. The book stall and photographic display attracted much interest as well.

The Society's fund-raising committee continues its activities with bottle and scrap glass collections and at the moment is conducting a Christmas raffle, the prize for which is more than enough to keep the thirst of the most avid drinker quenched over the summer period. Previously, several highly successful "300 club" competitions had been conducted.

CANNINGTON . . .



Western Australia Transport Museum

ELECTION OF OFFICERS

At the September A.G.M., the annual election of office bearers was carried out. Jack Stanbridge, retired as President and the Museum would like to say, thanks for a job well done. This is how the council now stands;

President:

Lindsay Richardson

Vice Pres.:

Brian Francis

Secretary: Treasurer:

Alan Mortimer Jim Bond

Councillers:

Ric Francis Vic Sweetlove Kim Chipper Colin Davidson

David Collins

TRAM RESTORATION

Work continues on FMT 29, the entire front dash and doors have been removed to give better access to the bulk head we are working on and we now know what work has to be done to the head-stock etc., a new dash will have to

be made as the present dashes are too badly rusted. Investigation on the inside of the bulkhead has found the varnish to be in quite good condition and should just need a rub down before varnishing. As Perth cars were the only trams to use trolley catchers in large numbers, we will naturally need these items on our Perth cars, we have been fortunate in obtaining a pair from an American Museum (Railways to Yesterday) through a friend (the Secretary of the US museum) of the author's, we may be able to get some for another car in the future.

BUS NEWS

Work has started on the long job of restoring Ex Metro bus company, Leyland Lion #22. This bus was rescued from a farm at Southern Cross, about 240 miles from Perth, where it was being used to spread Superphosphate. It is in

Melbourne W3 674 sits high in the air as its bogies are changed with the spare pair (from 666).

Ric Francis photo.



poor condition but complete. The last bus operator it worked for, was Eastern Goldfields Transport Board (who ran trams till 1952) Kalgoorlie. It entered service with Metro in 1929. All the panels have been removed, this bus will make a very fine addition to the museum fleet.

TRACKWORK

Work is proceeding again after a temporary halt and road #2 is now being laid in concrete to the points, at which time these too, will be laid in concrete, it has been decided to use a pair of our Adelaide points at this location and use our Fremantle points elsewhere.

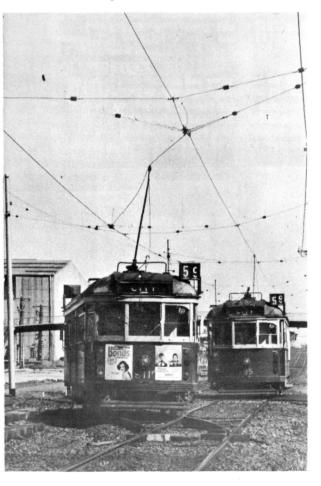
We have been offered some 200 metres of track (double) by the Boulder City Council (this is grooved tram track) who is about to remake Lane St., Boulder, we hope to take delivery of this track in the new year. Also, the Kalgoorlie-Boulder Racing Club has donated a R/H set of tramway points that were part of the former Kalgoorlie tramways sidings into the race track, we are hoping that there may be more, under tar in the race course.

TOWER WAGONS

We now have three tower wagons, as the MTT have kindly donated wagon No.17, a 1936 Chev, which was WAGT No.1.

CITY SECTION

News of the Melbourne and Metropolitan Tramways Board



The major item of news this month must surely be the commencement of REAL work on the new East Burwood tramway extension. Excavation of the trench for the tracks started on Monday, 7th November, a little west of Middleborough Road, and had reached Station Street by late in the month. Over one hundred yards of the southern (inbound) track has been positioned for concreting and several centre overhead poles erected. The building for the new electrical sub-station is nearing completion, while road widening works west of Elgar Road, continue. Another forward-looking decision is the approval of the East Preston extension, which could possibly commence about this time next year.

'Z' class No.82 entered service in mid-November, while No.5 has returned to traffic fitted with "chopper" control equipment. Monday, 5th December, should see five more 'Z' class trams running on the Burwood route; another five are due to be added fairly early in 1978. The remaining double track in Toorak Road, west of Burwood terminus, which was not renewed with the rest of Toorak Road about four years ago, was realid in new rail and mass concrete late in October. Only the old terminus remains to be done, and this will take place when the new extension's tracks are connected.

Looking Southwards at temporary turnout from 1,000 feet of single track at Essendon Aerodrome new terminus. 8.10.77.

Photo C. Mottram.

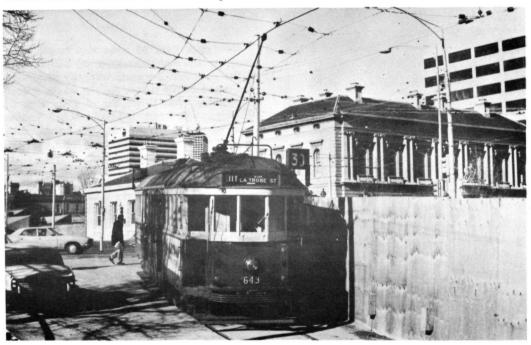
The terminus used by Chapel Street and Glenferrie Road trams at St. Kilda Beach has again been changed. The side of the road tracks have been removed and cars now terminate in the middle of a roundabout in the wide intersection of Esplanade and Acland Street. A curved crossover was inserted and the old tracks removed on Sunday 23rd October. A new crossover was laid in Esplanade, north of the double track junction earlier in the month and is the normal shunt for these trams, which then recurn and wait time in the roundabout. The old crossover, south of the junction, remains, as, once again, there are local moves to make the shopping section of Acland Street (immediately to the south) a shopping mall.

The National Trust of Australia (Victoria) have classified the former cable tram engine house at the corner of Nicholson and Gertrude Streets, Fitzroy. It was apparently belatedly realised that it was a better and more impressive

structure than the West Melbourne engine house; accordingly, the latter has been reclassi-

On Friday, 21st October, 'Z'86 left Preston Workshops by the special road transport unit which brings the 'Z' bodies from Dandenong, bound for Orange, New South Wales! It returned the following Friday. It was part of a display arranged by the Bathurst—Orange Development Corporation in connection with its plans to build a new town between these cities and link the three by a means of transport. Concurrently, a transport conference was arranged from October 24 to 26 by the National Committee on Transportation of the Institute of Engineers, Australia.

W2-643 hugging the barricades in Latrobe St. at William St, City, during temporary diversion of tracks to permit excavation of M.U.R.L.A. works for Flagstaff Station. Photo C Mottram.



Ooops!!

The photo acknowledgement on Page 34 of the August, 1977 issue should have read — "D. Estell photo".

The opening date of the Prospect Terrace to Stanley Bridge trolley bus route in Brisbane should have read "November 29th, 1952" and not "1942" on Page 10 of the August, 1977 issue.

The State Labour Party leader who guided Labour back to government in N.S.W. in 1941 was Mr. (later Sir) William McKell who became Premier. Mr. J McGirr replaced Sir William in this role in 1947. This refers to the entry on Page 9 in the August, 1977 edition of this magazine.

THE SYDNEY SCENE

Transport News from the Sydney Region

ELECTRIC RAILWAYS

Driver training has been underway with the new double deck interurbans. Two car sets are being used, initially utilising first series driving trailer DDC 9002 which has been modified to run with the new stock.

Overhead wiring has been erected across both the Woolloomooloo and Rushcutters Bay viaducts of the Eastern Suburbs Railway as well as in some of the tunnels. Work on the open sections has mainly been undertaken with a loco hauled wiring train whilst the self propelled line car AL 21, hauling one or two drum waggons and/or OWV 1222 has mainly been working in the tunnels.

The first appearance of electric stock on the ESR occurred on 5 December 1977 when a 2-car double deck set was loco hauled for test purposes. The Royal National Park branch line is receiving some alterations. A recent dewirement damaged the overhead and after some temporary repairs were made, work com-

menced on converting the inclined catenary to conventional side brack and pull off construction.

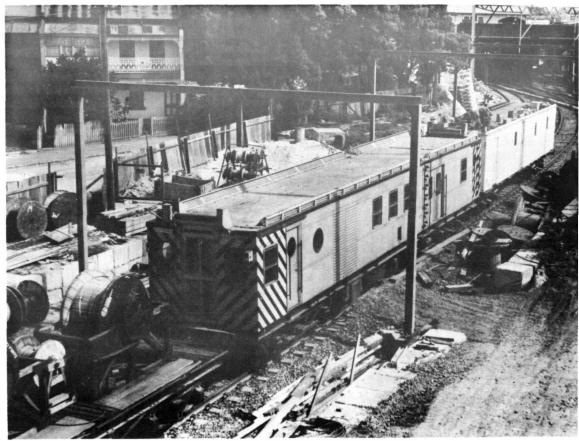
The terminal station is to be rebuilt. It is believed that the line will be cut back slightly and a shorter platform with only a single deadend provided.

SILVER JUBILEE EXHIBITION

As part of the celebrations for the Queen's Silver Jubilee a travelling exhibition has been mounted in four railway vehicles and will tour the standard and broad gauge lines across the country. The vehicles used are Tulloch 1200 class air conditioned railcars which have been demotored. During the exhibition in Sydney, during November 1977, the PTC also staged an exhibition of railway and bus interest

New double deck interurban motor DCM 8024 and modified driving trailer DDC 9002 past the quadruplication works at West Ryde.





and steam trains operated on Saturdays and Sundays from Sydney station around a loop via Sydenham, Bankstown and Strathfield or Sydenham, Enfield and Strathfield. Patronage was so high that a second train had to be run on some days and whilst end platform cars were used on the regular train the extreme shortage of loco hauled stock resulted in the improbable sight of a red painted 32 class loco running tender first hauling a substitute interurban set,

Overhead line car AL21 is flanked by a drum waggon and OWV 1222 as it stands at Erskineville after a day's work on the ESR. Both AL21 and 1222 are built on the underframe and bogies of former suburban electric cars.

on some occasions also over the goods lines. Hardly the Sydney Scene of yesterday.

TWENTY-FIVE YEARS AGO IN TROLLEY WIRE

- SYDNEY: Four "P" class cars are being fitted at Randwick Workshops with "R1" type braking equipment.
- 138s, the first addition to Sydney's service stock roster for many years was noted nearing completion at Randwick last month. This is the first of a number of new service stock to be converted from the old "K" class passenger cars. of which only two remain in service.

The honours for these new cars go to Mr. South, head car builder at Randwick Workshops, under whose direction these cars were designed and built.

• 1480 "P" was observed running again on the "Limerick" (Robertson Rd.—Dowling St. Depot staff run.) after spending two months in "storage". This is the result of instructions which ban the use of ocrridor cars on this run.

As a result of staff improvements in recent weeks the Department is restoring trams on the few remaining services operated by 'buses on Sundays. These unfortunate routes have had few Sunday tram days since July, 1948.

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 G.P.O., Adelaide,

S.A. 5001.

BALLARAT TOURIST TRAMWAY

Ballarat Botanic Gardens, Wendouree Parade, Ballarat, Victoria (Ballarat Tramway Preservation Society Limited).

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 11am - 5pm.

Telephone: Tram (053)34 1580, depot

Bungaree House (053) 34 0296

Correspondence:

The Secretary, B.T.P.S. Box 632, P.O., Ballarat.

Victoria. 3350.

BRISBANE TRAMWAY MUSEUM SOCIETY McGinn Road, Ferny Grove, Queensland

Static Display of trams and trolleybuses

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

Oueensland, 4055.

MUSEUM ILLAWARRA LIGHT RAILWAY 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 to 4.30 pm.

The Society possesses 1 steam tram motor, 2 steam locomotives and 5 various trailer cars.

The surrounding parklands are suitable for picnics, barbeques, 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 and Public Holidays (Except Christmas Day and Good Friday) 10.30 am - 5.00 pm

5 minutes walk south from Loftus Railway Station.

Correspondence: The Secretary, SPER,

Box 103 G.P.O., Sydney.

N.S.W. 2001.

TASMANIAN TRANSPORT MUSEUM SOCIETY. Glenorchy, Tasmania.

Comprehensive transport museum under construction

The Secretary, T.T.M.S., Correspondence:

Box 867J, G.P.O., Hobart, Tas. 7001.

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, Sunday 11.00 am to 5.00 pm

Correspondence:

The Secretary, TMSV, Box 4916 Mail Exchange, Melbourne, Victoria. 3001.

WESTERN AUSTRALIAN TRANSPORT MUSEUM (INC).

Tramway Museum and Bus Operation, Castledare Boys Home, Watts Road, Wilson. W.A.

London RTL Double deck bus rides 1st Sunday in month 1.00 pm to 5.00 pm.

The Secretary, Correspondence:

Box 33, P.O. Maylands,

W.A. 6060.

SUPPORT YOUR MUSEUM ATTEND WORK PARTIES AND PARTICIPATE !







A.E.T.A. SYDNEY BRANCH BULLETIN

Vol. 1 No. 1

February 1952

NEWS

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TB 24 from Ritchie Street Depot was noted in Randwick Workshops in January undergoing a very thorough overhaul. It was noted that this bus was completed on 15th January 1937, this month it is entering its 16th.year of service.

2004 "R1" was delivered to Randwick from Commonwealth Engineering Works, Clyde, on 18th January 1952. This car is for Ultimo Depot, which recently received six "O" class cars from Newtown Depot to relieve their present car shortage.