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AN EPIC BUS JOURNEY

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Tramway Modelling - Trackwork For Traction

FRONT COVER: 'Red Robin' in Hunter Street
Newcastle, outside the hospital, prior to departure
for Broken Hill, August 1922.

- K. Magor Collection

THAT CURIOSITY THE TROLLEYBUS

Ken McCarthy has pointed out that editing
of the second part of his article (Trolley Wire
August 1977) altered the meaning of the state-
ment on the closing of the Brisbane Trolleybus
system and created the impression that it was
closed in one go.

The system remained at its maximum extent
without any piecemeal dismembering until the
decision to completely close it was made.

It was then closed in three stages:

25 October 1968

Gregory Terrace - Gardens

29 November 1968

Prospect Terrace - Stanley Bridge

13 March 1969

City - Cavendish Road

City - Carina

City - Seven Hills

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AN EPIC BUS JOURNEY

DUFFY'S BUS SERVICE-BROKEN
HILL 1922-1942

By Ken Magor

The epic steam tram trips of long ago have been mentioned in these pages, such as the routine rolling stock transfers between Sydney and Newcastle (104 miles) and Sydney to Maitland (122 miles). Little information has been recorded dealing with early bus delivery trips. During 1922 W.E. Duffy of Broken Hill drove his new International Bus "Red Robin" on its delivery trip of some 784 miles from Newcastle to Broken Hill along roads no better than wheel tracks.

Long bus delivery trips were still something of a saga as late as 1936, when a fleet of double deckers was delivered from Sydney to Adelaide, while during 1939, when the replacement single deckers for the Rockhampton steam trams were driven from Sydney, the trade magazines and press of the day gave the event considerable publicity.

As late as the 1950's motor trips on roads, other than the state highways, were not to be taken lightly as these cross country roads were generally still unsealed with surfaces alternating between deep pot-holes and miles of corrugations. Broken Hill was not connected to the main N.S.W. road system by sealed highways until 1969 when the Silver City Highway to the south was completed and 1972 when the Barrier Highway through Cobar and Nyngan was similarly treated.

A steam motor and car, in the earlier two man form, departing from the city centre at Argent Street for North Broken Hill, circa 1903.

- W.A. Bayley Collection

With the rapid growth of Broken Hill during the 1890's into a permanent mining region, some reliable form of local street transportation was required. Accordingly, a street tramway of 3¼ miles from the corner of Oxide and Argent Streets to South Broken Hill was opened on February 15th 1902 by the N.S.W.G.T. A report dealing with local Broken Hill traffic compiled by J. Kneeshaw, the N.S.W. Tramways Traffic Superintendent, on September 18th 1901, revealed that 40 horse cabs were operated in Broken Hill of which 22 to 25 regularly served the South Broken Hill area at a fare of 6d.(5c). The cab route was about a half mile shorter than the proposed tramway, as the horse traffic could use the short South Road over the "line of lode" whereas the tramway would traverse Gypsum Street through Hillside.

The tramway eventually extended into a system of 10½ route miles serving most of the settled city area. This included one "belt line" to the south-western suburban area. The last major tramway extension undertaken on the Broken Hill tramways was that to South Broken Hill Racecourse opened on December 23rd 1912. On February 26th 1919 a short line connecting with the isolated N.S.W.G.R. Broken Hill to Menindee railway was commissioned. On July 15th 1919 the Menindee railway opened to the public but was not connected through to the Main system until after the closure of the street tramways. In fact, during the tramway period, the Menindee railway was under the control of the Tramway Superintendent at Broken Hill.



DUFFY'S BUS ROUTES

αβδπδ 1922 ROUTE -----

αβδπδ 1927 ROUTE +++++

αβδπδ 1936 ROUTE

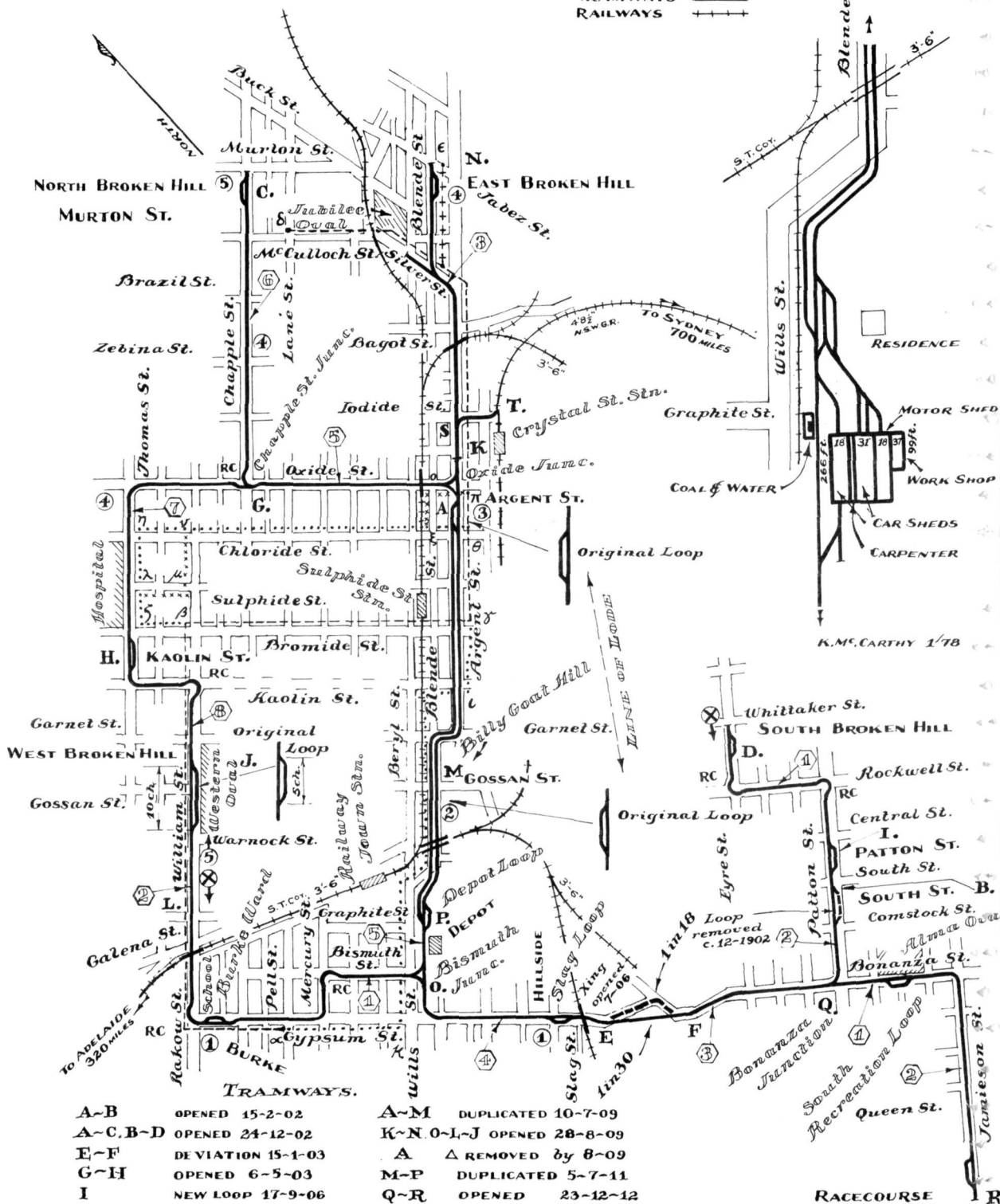
αβδπδ 1937 ROUTE xxxxx

BROKEN HILL

1902 ~ 1937

Scale 0 1/4 1/2 3/4 1 Mile

TRAMWAYS ———
RAILWAYS + + + + +



TRAMWAYS.

A-B OPENED 15-2-02
A-C.B-D OPENED 24-12-02
E-F DEVIATION 15-1-03
G-H OPENED 6-5-03
I NEW LOOP 17-9-06
H-J OPENED 7-9-07
A-K Δ OPENED 2-12-07
J-L WATER SIDING 14-7-08

A-M DUPLICATED 10-7-09
K-N O-I-J OPENED 28-8-09
A Δ REMOVED BY 8-09
M-P DUPLICATED 5-7-11
Q-R OPENED 23-12-12
S-T COMPLETED 26-2-19
O-J S-N CLOSED TO REG. TRIPS 12-10-23
J-G C-D-Q-R CLOSED 31-12-26

RC = REVERSE CURVE
① = STAFF SECTION
② = FARE SECTION

The last tramway extensions into urban areas at Broken Hill had been opened on August 28th 1909 when the through routed East B.H. to Burke Ward line opened. This occurred two days earlier than planned due to a major football match being held, at that date, at Jubilee Oval on the East line. Further urban expansion took place within the tramway circular "belt line", and many houses in this region were a considerable distance from tramway stopping places. Something better than the horse cab services was required, so Mr. W. Duffy commissioned the construction of "Red Robin", a 35 passenger bus, by Brown and Scully of Newcastle at a cost of £1,100 (\$2,200) to launch a motor bus service in Broken Hill.

The body, constructed by Brown and Scully, the Newcastle "International" agents, was mounted on an "International" K type truck chassis and received registration number N.S.W. 42-023. The vehicle was carried on solid rubber tyres and fitted with carbide gas lamps.

Mr. Duffy departed from Newcastle on Monday morning, August 7th 1922 and completed the epic 710 mile journey in 61 hours of travelling. The original planned delivery route was to be along the "better" roads via Mudgee, a distance of 784 miles. Final reports cut down the distance to 710 miles, so Mudgee must have been passed in favour of the present, more direct journey, from Cassilis, through Coolah and Dunedoo to Dubbo.

"Red Robin's" progress is best described in the contemporary reports of the day:-

"NEWCASTLE SUN" TUESDAY AUGUST 8th 1922.

LONG MOTOR TRIP. Newcastle to Broken Hill, 784 miles by bus.

What can be claimed to be the longest trip by motor bus was commenced by Mr. W. E. Duffy, who left yesterday morning on an overland trip to Broken Hill with a 30cwt International truck chassis fitted with a bus body capable of carrying 35 passengers, built by Messrs. Brown & Scully, this being the evidence of the capabilities of this firm. Mr. Duffy is pioneering a motor bus service at Broken Hill and this is the first order. He intends to send along an order for a second bus as soon as the service warrants.

IN EIGHT DAYS. On leaving Newcastle, Mr. Duffy intends to travel via Maitland, Singleton, Muswellbrook, Denman, Merriwa, Mudgee, Dubbo, Nyngan to Cobar, thence in long treks across Wilcannia to Broken Hill, which he expects to reach in eight days after travelling 784 miles.

"NEWCASTLE SUN" THURSDAY AUGUST 10TH 1922.

"Red Robin" STILL GOING STRONG, ARRIVAL AT NYNGAN.

"Red Robin" the motor bus built by Brown & Scully, which is journeying overland for delivery in Broken Hill, reached Nyngan, having travelled 350 miles in three days. Driver Duffy reports that he is "Still going strong".

"Red Robin" should reach Cobar, 60 miles further on, today. The bus will then have some hard going over bush tracks, 160 miles to Wilcannia and thence 120 miles to Broken Hill.

It is thought that the journey will be completed by Sunday next and if so, "Red Robin" will have travelled 710 miles in 5 days. Good going for a motor bus built in Newcastle.

"NEWCASTLE SUN" TUESDAY AUGUST 15th 1922.

"Red Robin" ARRIVES IN BROKEN HILL. 710 miles in 61 hours.

"Red Robin" has arrived safely at its destination. A telegram from driver Duffy stated that "Red Robin" arrived at Broken Hill at noon Sunday (August 13th). Running time 61 hours. Engine is in splendid condition.

The distance over the route was 710 miles, and after leaving Cobar the journey was over mere tracks. The accomplishment of the journey without mishap whatsoever is certainly a feather in the cap of the firm who built the bus.

"SINGLETON ARGUS" THURSDAY AUGUST 10th 1922

It is a very rare occurrence for Singletonians to see a vehicle in town enroute for Broken Hill but such a sight was to be seen on Monday August 7th, when a handsome motor bus pulled up at dinner time.

It is intended to run between the outlying portions of the Silver City and the city itself, accommodating 35 passengers. Mr W.E. Duffy the owner is in charge.

"BARRIER MINER" MONDAY AUGUST 14th 1922.

Mr. W. Duffy, accompanied by his two sons, Mr. F. Walton (his partner) and Mr. F. McLean of Newcastle arrived in Broken Hill on Sunday in his motor bus, the "Red Robin". Mr Duffy said that he proposes to start a motor bus service at half hourly intervals between West Broken Hill and North Broken Hill, the timetables for which will be advertised in the "Miner" at an early date.

Mr. Duffy left Newcastle at 9am on Monday August 7th and reached Broken Hill at 11.45am on Sunday August 13th. The travelling time was 60 hours 55 minutes for the 715 miles covered. The trip was made via Denman, Cassilis, Dubbo, Nyngan, Cobar and Wilcannia. Mr. Duffy states that during the trip the bus was bogged through a bullock team occupying the main road and forcing him to pull off into soft ground.

Between Cobar and Wilcannia the bus was stuck in heavy sand for two hours and between Wilcannia and Broken Hill it was again stuck in sand. On this occasion it was pulled out by a camel team.

It was not until ten weeks later that Mr. Duffy commenced a service, as the local council of the day was against any form of public transport in competition with the steam tramway system then operating. The Town Clerk of the day, Mr. Jack Jones, stated in a letter to Mr. Duffy:-

"I am directed to point out that my council considered that the public interests would not be best served by granting a licence for motor buses to compete with the trams along identical routes as those used by trams.

"The council would be willing to consider another application for a route not in active competition with the tramway service".

On Wednesday October 18th 1922, an advertisement appeared in the "Barrier Miner" signed by Mr. Duffy stating that to comply with the request of the Municipal Council the "Red Robin" will ply from the corner of Pell and Gypsum Sts. Burke Ward to Lane Street, East Broken Hill via Rakow, William, Bromide, Argent, Silver and McCulloch Streets with a timetable of hourly intervals. Additional services will be run on Friday shopping nights and on October 21st 1922 a timetable was advertised for three trips to and from the Cemetery on Sunday afternoons.

During 1924 Mr. Duffy procured another bus from Brown and Scully called the "Cock Robin". This was a Model 23, 22 HP, 4 cylinder "International" unit fitted with a four speed gear box and electric lighting, but still fitted with solid rubber tyres. This carried registration number N.S.W. 68-068. Despite the fact that the application to operate this additional vehicle was supported by a petition signed by 4,000 bonafide travellers, the "Cock Robin" remained in the yard for nearly twelve months.

Mr. Duffy had three other buses, all called "Robin" during his 20 years of operation in Broken Hill. These were a 4 cylinder SL34 model of 1929, a 6 cylinder unit during 1936 and a D35, 6 cylinder bus in 1938. These three were fitted with pneumatic tyres and Syd Wood bodies on "International"

chassis. Syd Wood commenced as a coach builder at Bankstown in Sydney during 1911 but not until the 1920's did this firm restrict their work to bus body construction. During 1962 they built their last complete body for King Brothers of Kempsey on a Thornycroft chassis.

The reason for the construction of the second bus, "Cock Robin", was perhaps brought about by the closure of the East Broken Hill to Burke Ward tramway service on October 12th 1923. This through working had only operated on Friday nights since February 14th 1921. Special workings, however, such as to football matches continued on the Burke Ward line until the final closure of the system. Prior to World War I trams had operated in Broken Hill generally at a 10 minute frequency, but after May 1921 hourly frequencies were followed on the remaining routes outside business hours.

The entire tramway system closed on December 31st 1926 due to the continual poor financial results from the undertaking.

The writer had personal contacts with the "Robins". For on leaving school as a teenager he was a "busboy" (conductor) and later a driver during the turbulent days after the trams ceased, while the big "struggle" progressed during the late 1920's and into the 1930's when private motor cars operated in competition with buses on their respective routes.

For the six years following the cessation of tram services in Broken Hill many and varied forms of vehicles were pressed into service during the period of an "open go". Buses ranged from parlour coaches brought up from Adelaide to fruiterers vans fitted with wooden slats for seating. Thrown in also were 5 seater motor cars known as "taxi-buses" which ran in competition with the buses along fixed routes.

During June 1928 a "Bus Funeral" was staged by the conventional bus owners as a protest against these pirate vehicles. The 'cortege' of motor buses passed through the main streets of the city and suburbs until they arrived at the Cemetery gates where they dispersed. These buses displayed "Hospital" and 'Cemetery' destinations and carried large wreaths on their radiators. Such slogans as "For Sale - Cheap", "R.I.P.", "Let Down by the Labour Council" etc. were displayed while their progress was accompanied by the sounding of horns and exhaust whistles. Good humour prevailed throughout the parade as taximen and citizens removed their hats in mock bereavement. The procession was led along Argent Street by one bus owner dressed in traditional black suit and top hat carrying a bible. Despite the publicity the "funeral" served no useful purpose.

It was not until late 1935 that a stabilised bus service came into being when plans were made by

the Murton (St.) Bus syndicate, comprising seven taxi-bus owners operating to the Murton St. district at North Broken Hill, to combine. They purchased a normal control "Federal" chassis and had a locally built 19 passenger body by "Tazzy" Miller fitted for service into their area. Other similar "Federals" followed with larger seating capacities.

After the Murton venture other companies were formed, but over a period of time all were absorbed by the Murton Bus Company.

During the initial construction stages of the steam tramway Traffic Superintendent J. Kneeshaw advised the Secretary for Railways on September 24th 1901 that Council By Law No. 1. provided that every public vehicle plying for hire in the Broken Hill Municipality would have to be licenced by the council. On September 23rd 1901 the "Evening News" stated that the N.S.W.G.T. had proposed that the Broken Hill Council should take over and operate the tramways when it opened to traffic, but the council refused to be involved in this way, and the trams were exempt from the hire tax.

With the closure of the tramways, Mr. Duffy altered the East Broken Hill section of his route to follow the tramway along Blende Street to McLeod's Store at Jabez St. By 1936 his route had developed into a circular trip largely serving the former tramway region through West B.H., Burke Ward to East Broken Hill. The rationalization following the upheaval prior to 1935 resulted in Duffy and Sons Bus Service retaining most of their south western route but the East Broken Hill section was surrendered and their buses terminated in the business area. This amended operation commenced from January 29th 1937.

During November 1942 Mr. Duffy ceased operations in Broken Hill after twenty years. During this

time the "Robins" had become a byword in local history, in fact, for many years the West Broken Hill football club adopted the "Cock Robin" emblem from Mr. Duffy's second bus as their badge.

The reasons given at the time for withdrawal from local transport was due to a hostile town council, Liquid Fuel Control Board unfairness, The Transport Board, Manpower Authorities and Pool Petroleum Ltd. Mr. Duffy was a controversial figure during his period as transport operator. He was a fitter and turner by trade and remained a financial member of the Amalgamated Engineers Union until his death during 1966 at the grand age of 91. Mr. Duffy was at one time an alderman on the local council and was assisted during his bus career by his four sons, Ted, Claude, Len and Jack.

The original "Red Robin" of 1922, stood abandoned in its owners yard for several years until the body was broken up and the chassis sold for scrap. The second vehicle "Cock Robin" was sold to a wood carter at Peterborough S.A. The other three "Robins" were transferred to Whyalla S.A. where the Duffy Brothers commenced a service in that fast expanding town.

Direct coach services from Broken Hill to Sydney now cover the outer half of that original "Red Robin" journey of 1922. The similar distance occupies 17 hours compared with the 61 hours travelling time of over 55 years ago. Today's travellers make the trip over sealed roads on reclining seats in the air conditioned vehicles. This is a far cry from the "Red Robin" where the passengers occupied straight back perimeter seats while the on-board toilet facilities of today were not even considered in bus body design of the early 1920's.

The 'Bus Funeral' at the corner of Argent and Oxide Streets, Broken Hill, 6 June 1928. The tram tracks are clearly visible in this photo. -K. Magor Collection



JOSEPH STILLMAN BADGER,

THE BRISBANE TRAMWAY COMPANY LIMITED AND QUEENSLAND

In Trolley Wire for December 1977, Gary Ford's paper on J. S. Badger and the Brisbane Tramways Company demonstrated how the business world, from the Bank of England down, closed ranks against the proposed takeover of the Tramway Company by the Queensland Government after the 1912 strike. Badger, however, was quite able to fight his own battles and wrote a lengthy, verbose letter to J. Huxham in putting the Company's case against the two Bills, to regulate fares and to provide for the purchase of the Tramways.

A slightly shortened version of the letter, omitting some of the repetitive verbosity, is presented here to conclude the article.

Certain provisions in the above Bills recently introduced into the Legislative Assembly, are so inimical to the interests of the shareholders of this Company and seem to us so unfair and distinctly un-British, that I have the honour to invite your attention to them with a view, for reasons to be given, to the elimination of the objectionable features.

The Brisbane Tramways Company for some years back undertook the development of electric tramways in Brisbane under the several Statutes then existing relating to tramways and the Company regards the terms then imposed by those Statutes as embodying its charter for their undertaking. Upon the faith of those laws, a large capital was expended by the Company in furnishing Brisbane with a first class and strictly up to date tram service. The imposition of new conditions now would be a breach of faith which might be regarded as a measure of that repudiation of contracts which is so obnoxious to all British Legislatures.

The Company has hitherto conducted its business in a way which has proved it to be a great public boon. It has invested a large amount of its shareholders' money relying upon the rights conceded to it as part of its bargain with the State and the disposition to encroach upon and interfere with such enterprises which is now and then exhibited is much to be deplored; such attempts are not consistent with the honourable observance of public and statutory contracts; they are a menace to all those who desire to take up lines of business which tend to develop this country by the establishment of new undertakings. It is harrasing in the extreme to be obliged to withdraw attention from the important

details of business management in order to resist proposals for legislative encroachment; and enterprise, which is this country's sorest need, is sadly discouraged. We protest emphatically against the repetition of such efforts and we, therefore, appeal to you to give these matters your very serious consideration and to join in refusing to compromise the honour of this State and its Parliament by entertaining any proposals savoring, as those in question do, of repudiation of the terms of solemn public contracts.

In so important measures touching such large interests and reaching directly into the homes and affecting the living of so many people, the officers if the Company should at least have had some intimation of what was pending and be given an opportunity to express their views. These Bills in effect propose to forcibly acquire private property now held under definite legal rights and the Government has no moral rights to alter the conditions or modify the original contracts without consent.

The Brisbane Tramway Company began operations in 1895. For the first five years and more it was spend, spend and spend all the time and right glad everyone in Brisbane was when someone appeared on the scene with money to spend in these depressed times. Many were the prophecies made that the Company would invest its money for nothing and get no return. For years the franchise of the old Company had been tossed hither and thither in the vain hope that somebody would take it up and put some life into it, but neither the Government nor the municipalities nor the most astute citizens of Brisbane had enough faith in their own future to put any money into it and it was left to outsiders to finance and rehabilitate the old decrepit horse car system and build needed extensions. For a long time no Brisbane people would even think of investing in the Company's shares. The first dividend on the preference shares was paid in November 1902. No dividend on the ordinary shares was paid until May 1907, then for several years only at the rate of from 2% to 5%. The first 8% dividend on ordinary shares was paid in May 1910. Surely the shareholders should have some compensation for the lean years and for the risks they took!

The Company in the popular mind is likened to some great monster ready to devour the people of Brisbane. The facts are it is largely made up of the most weak and inoffensive people: widows, orphans and people of small means - our neighbours, people

whom we meet and associate with every day, but who have been guilty of the great crime in Labor's eyes of saving a little money and investing it in a public enterprise. These are the people that it is proposed to attack and whose property it is proposed to take without compensation. The Company has about 1300 shareholders and of these about one third are on the Brisbane register. Of the total number of shareholders

611 (47.43%) each hold 50 shares and under
314 (24.37%) each hold from 51 up to 100 shares

202 (15.68%) each hold from 101 up to 200 shares

161 (12.50%) each hold from 201 and over, but in this 161 shareholders are counted several large Trustee Companies each of whose holdings represents a large number of small estates and widows and orphans so that the actual number of small shareholders would be much greater than shown above. It is safe to say that over 80% of the shareholders hold 100 shares and under. This certainly is very far from constituting them bloated monopolists, or any other kind of monopolists and the Company far from being an absentee Company as it is so often styled by its opponents.

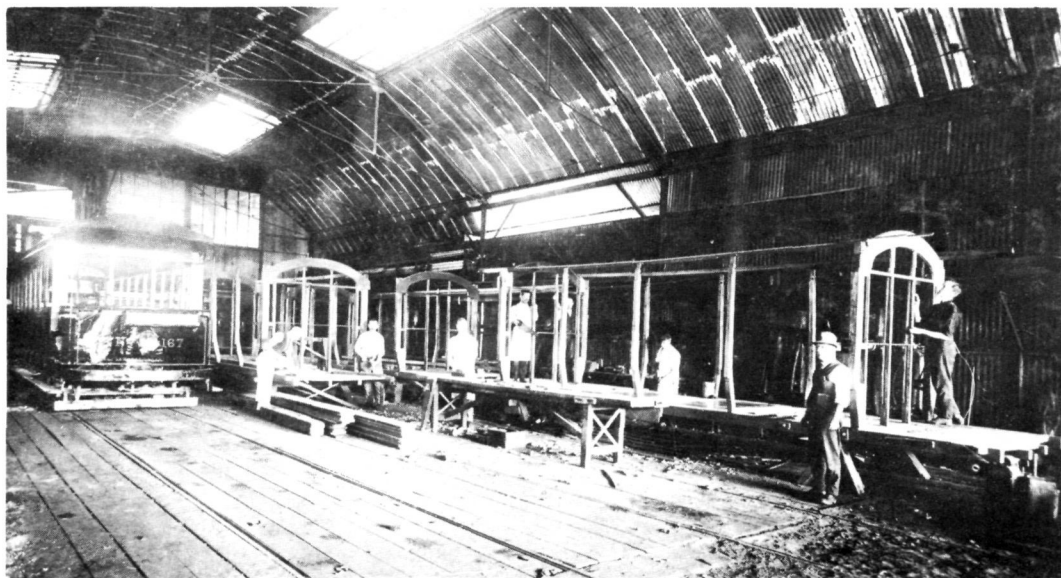
The Fares Bill proceeds first to declare that certain portions of preceding Acts shall not apply to the tramway of this Company. This is certainly an altogether unheard of proceeding and we consider it a gross breach of faith and our views of such action are set forth in the first three paragraphs of this

letter; but the most unmoral is the repeal of Section 8 of the Amendment Act of 1882, which provided that except with the consent of the Company first had and obtained, the powers conferred upon the Governor-in-Council to reduce the fares shall not be exercised, which is in effect and has always been taken to be an assurance that Parliament would not exercise this power and such assurances were given to the Company when it took over the undertaking of the old horse Tramway Company.

This Bill, *inter alia*, provides for a re-arrangement of sections, each to be not less than one mile in length, but such re-arrangement shall be subject to the approval of the Governor-in-Council. The effect of this is that the Company might be required to make its sections of any length, even to the whole of the line and while the maximum fare is fixed at one penny per section, there is nothing to stop it being reduced to one farthing per section. While it would appear on the face of it that the Company is to be allowed a profit of 5%, careful study will show that it is not allowed to exceed 5% and at the will of a Judge of the Supreme Court, this might be reduced. His opinion as to what is fair and reasonable to passengers and the Company is final with no appeal. There is no guarantee expressed or implied that 5% is the minimum as well as the maximum. There is a limitation upward but no limitation downward.

Neither is there any assurance that 5% profit is to be allowed over and above income and other taxes payable by the Company. The portions of the Bill relating to sections and fares and profit allowed are so drawn up that anyone but the most careful reader might be misled.

Brill type 12 bench cars 167 - 170 under construction at the BTC Countess Street Workshops. - BBC



Further, the powers conferred in the administration are so large that in hostile hands the Company might easily be wrecked. The immense interests of the Company and its 1300 proprietors are entirely at the will of one Judge of the Supreme Court, from whose decision there is no appeal. Is there anything else approaching it in the legislative history of the country?

In any event a return of 5% on the value of the property is altogether inadequate. This Bill makes no provision for a renewal fund or any reserves for emergencies. In other countries where the question of what a reasonable profit should be for a public utility company has arisen for adjudication, it has been determined at not less than 7% to 8% with, in some cases, the addition of a depreciation fund. In many cases it has been decided that as high as 9% to 10% is not excessive. I believe that the Gas Bill passed last year allows a return of 8% and, in addition, all profits from residuals.

So low a return discourages efficiency of administration; it removes every incentive to economical, efficient and honest management of public utility affairs.

This is a most obvious attempt to so depreciate the value of the Company's property that in 1920 the Government in its Bill for acquisition can make out a case for small compensation and is in fact confiscatory.

But one of the worst features is the method of determining the valuation of the property. The valuation of a public utility is a very intricate matter and whole volumes have been written by experts upon the subject. And such a highly technical and involved question is to be determined in a hearing before a single Judge of the Supreme Court and without any appeal from such decision. We think merely calling attention to these features in this Act is sufficient to show its unfairness, besides being a

violation of existing acts.

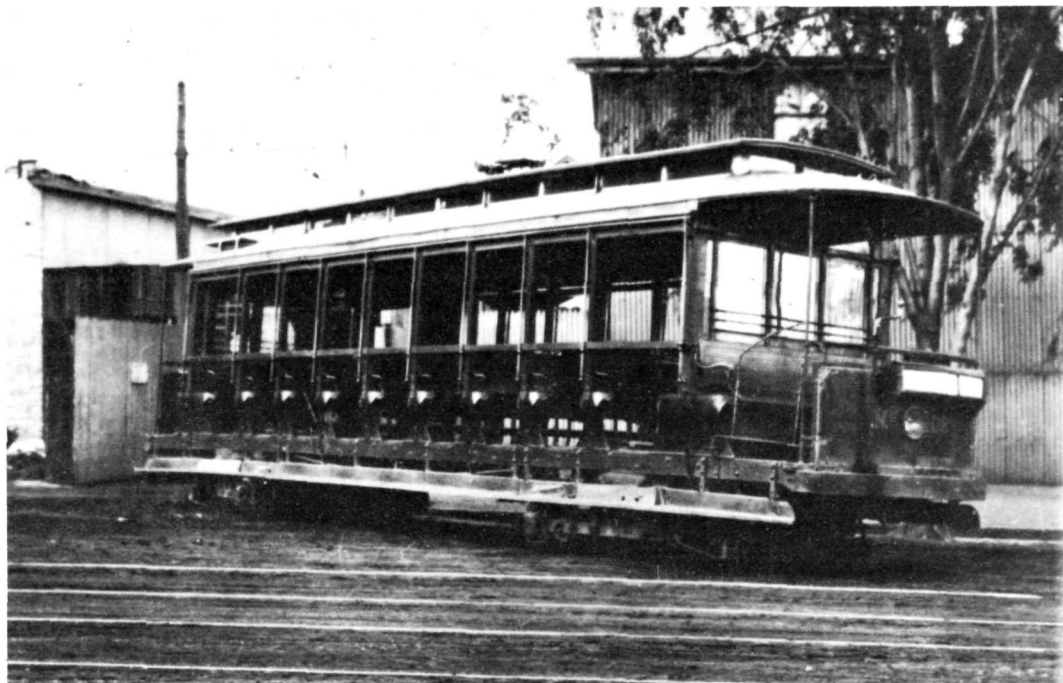
Most of the tramways in Australia have found it necessary to increase their fares during the past year. Notably, Sydney has increased some of its fares 50%; Adelaide from 23% to 50% (50% on all one section fares); Prahran and Malvern Tramways Trust has increased the fares on Sundays and public and gazetted holidays with an addition of 1d to every fare of whatever denomination. They have also made some further alterations in the way of general increases.

The fares on the Brisbane Tramways have always compared favourably with those of any other system, with the possible exception of Sydney, which is not reasonable to take as a fair example. At present the average length of the penny sections is slightly over one mile. There are six routes over which commutation tickets are available, all but one of which are over two miles in length with a fare of 1.2d the average for the 3d through fare is 3.78 miles. The longest distance for a 3d through fare is just under 4¾ miles.

Section 9 of this Bill is unnecessary, as the Government has ample powers at present to control the traffic. We are well aware of the complaints of overcrowding, some of which is well founded, but others have no foundation. Overcrowding at times to a certain extent is inevitable with any means of transportation and beyond the power of the Company or anyone else to prevent. The Government itself is one of the worst offenders in this respect. One has only to attempt to travel on some of the suburban railway trains at night and morning to see how passengers are packed together. The Government should remember the old proverb - 'Physician heal thyself', and set its own affairs in order and not attempt to apply one rule to itself and another rule to the Tramway Company. And the penalty imposed is beyond all reason.



Phoenix Car 549, a distinctive later day BCC tram, passes Centre Aisle (Dreadbought) Car 136, a product of the BTC Countess Street workshops and a member of the first true Brisbane style of tram.
- G. R. Ford



12 bench Brill, 108, outside the old Countess Street Depot. -BCC

Some of the present congestion, especially on the south side, is due to the delay of the Government in granting powers for alterations in the tramway lines in South Brisbane. Further delay was caused by the attitude of the Board of Waterworks. Between these two Government bodies there has been one years delay in improving the position. Yet it is proposed to penalise the Company where it is not to blame.

Moreover, during the last year the great difficulty in securing tramway material has put a stop to the addition of further rolling stock and other plant. Some necessary articles are no longer procurable abroad. For instance, the importation of car wheels from England is prohibited and if passengers and others are annoyed by the thump, thump, thump of flat wheels, they should be thankful that there are any wheels at all. Whether wheels can be made in Australia has yet to be determined, but we have had years of experience with Australian made wheels and so far no satisfactory ones have been produced.

As to the Tramway Purchase Bill, first let me remove a widespread popular misapprehension. My Directors have always recognised the prevailing sentiment in Australia that public utilities, like tramways, should be owned by the Government or the Municipalities and have always been ready and willing and sometimes even anxious, to negotiate for the sale of the undertaking. All that was asked

for was a fair deal. The writer himself several times approached the head of the Government for the time being on the subject of Government purchase, but was informed that the Government had no desire to acquire the undertaking. The present Government was approached some time ago and replied that they had no present intention of acquiring the tramway and the Company had better go ahead with any plans it had for the future. My Directors have always recognised that the rights of purchase accrued to the Municipalities in 1920 and if the State Government wishes to take over these rights today or in 1920 my Board is prepared to negotiate in a business way.

Section 7 of the Purchase Bill professes to give the Company an option to accept the purchase money in debentures. It does not clearly give the alternative of cash in lieu of debentures. It does not even authorise the Government to pay in cash and if the Bill were to pass in its present form, the Company's option might be to take debentures or nothing else.

Section 8 of the Purchase Bill is full of pitfalls and might be construed so as to deprive the Company of a large part of its property without any compensation. Many pieces of single track have been duplicated and other additions and improvements made by arrangement with the local authorities interested for the purpose of bettering traffic conditions, on legal advice that power so to do was conferred by the original Orders-in-Council. A hostile Government might contend that these were without author-

ity and actually confiscate them. Other additions have been made on the strength of an opinion of the Crown Law Department that they were within the Company's powers. An attempt might be made to appropriate these without compensation. Long and costly litigation would be inevitable.

Further, this section is in direct contravention of the Act of 1913, which is a real statutory contract between the Government and the Company for a valuable consideration paid by the Company, which consideration was the construction of several extensions mentioned in the contract and a waiver of certain franchise rights.

In the schedule to this Act, which is an agreement made under seal between the then Chief Secretary, on behalf of the Government and the Brisbane Tramway Company Limited, article 2 provides 'that the power of compulsory purchase shall be exercisable and shall only be exercised with respect to the said tramway and all extensions and additions thereto including the extensions specified in the schedule hereto as one tramway and at the same time and in all respects as if the same had been constructed from time to time under the authority of one Order-in-Council and shall not be exercised at any time with respect to any separate part or parts or portion or portions only of the said tramway extensions and additions.'

Dreadnought 115, inward bound from Toowong to the Customs House obviously did not make it this day. - G.R.Ford Collection

A similar agreement under seal was executed on 2nd August 1916.

There is also a third contract which it is not necessary to quote. Now the Company contends that these contracts cannot be varied without its consent.

In fact this clause is a direct repudiation of the terms of the other Acts and several statutory contracts and has

REPUDIATION AND CONFISCATION
written in large letters upon it.

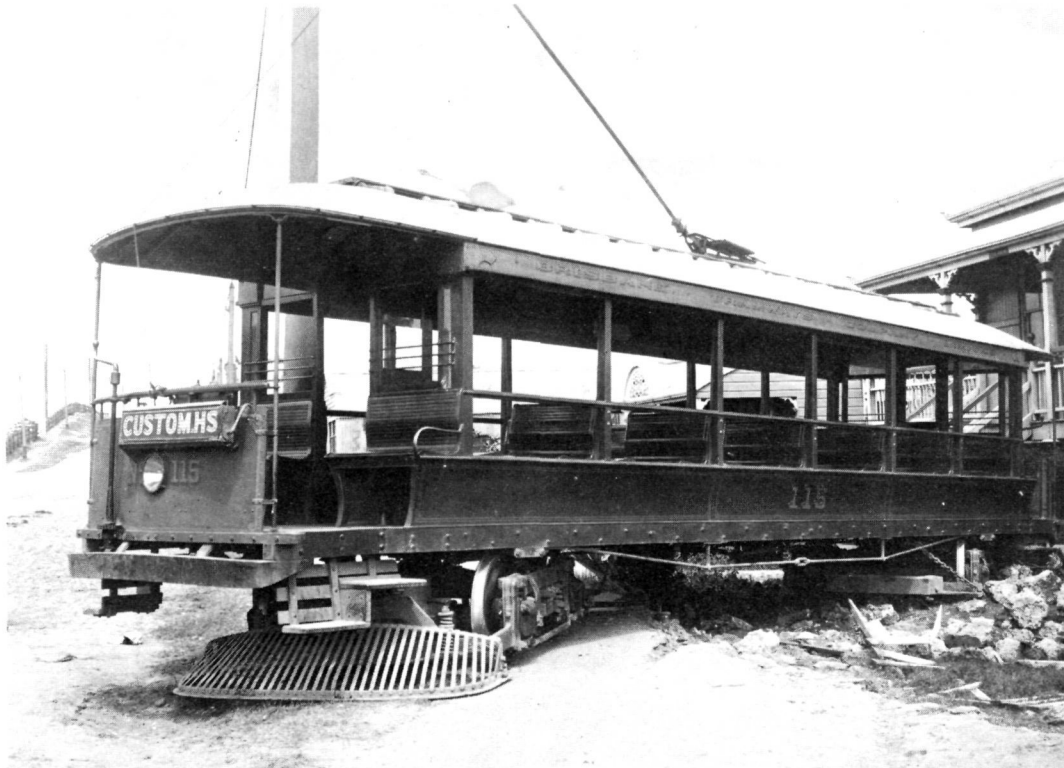
The following items, while not having a direct bearing upon either Bill, are of general interest, as showing the great increase in operating expenses since the beginning of the war:

Increase in wages	27% to 30%
Increase in various materials necessary for tramway operation	20% to 200%

Notably among these are the following increases:

Coal	53%
Copper cable	157%
Paints, oils and varnishes	13% to 87%
Timber	27%
Car Wheels	69%
Water supply	41%

The Company has been a very large contributor, in the way of taxes, to the public revenue. In 1916 the Company paid £52,781 in taxes on its business for 1915, which does not include local authority rates on real estate. This was over 14% of the Company's total gross income for the year.



HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

FROM TRAMWAY TRUST TO NATIONAL TRUST

In the December, 1976 issue of Trolley Wire, it was reported that the former North Melbourne cable tram engine house had been classified by the National Trust. Since then the Trust has changed its opinion on the significance of the building, by removing it from the "Classified" category and placing it on the lesser important "Recorder" list. However, this apparent retrograde step has been counter balanced by a recent press announcement that the former cable engine house at the corner of Nicholson and Gertrude Streets, Fitzroy has been classified.

This engine house was situated at the divergence of the Nicholson Street and Clifton Hill routes, and its two pairs of Shank's engines and six multitubular boilers powered three long tram cables and one short auxiliary cable. From the engine house, one cable ran into the city via Bourke Street, one ran north along Nicholson Street, and the third propelled trams to Clifton Hill via Smith Street. The short auxiliary cable was used to pull Clifton Hill bound trams around the slightly inclined corner, from a point where they released the city cable in Nicholson Street, to a location in Gertrude Street where they took up the Clifton Hill suburban cable.

Former cable tram engine house at corner of Nicholson and Gertrude Streets, Fitzroy.
- C.M.Gibson

The engines were put into service in August, 1887 with the opening of the Clifton Hill line, and operated continuously until the engine house was closed down with the abandonment of the last Melbourne cable tramway in 1940. The building was designed for the Melbourne Tramways Trust by Mr. A. Davidson, and erected by Martin and Peacock for the contract sum of £11,137. The structure is 183 feet long by 95 feet 6 inches wide and is divided into two bays. The length is divided into three bays, with cast iron columns supporting wrought iron girders and wrought iron roof trusses. Externally the building is Victorian Italianate in style, with polychrome brickwork on a bluestone plinth. Although the former engine house now presents a somewhat sombre facade, this was not always so.

An 1888 report of the Melbourne Tramways Trust carefully noted that "it is greatly to be lamented that the only terms on which the Trust could purchase the ground was that the vendor should have the right to disfigure the building for a period of ten years by covering it with advertising posters. Considering the prominent position of the building, close to and immediately opposite the Centennial Exhibition, its appearance is at present a discreditable eyesore to the city, and it is but right

CONTINUED ON PAGE 17





MELBOURNE TRANSPORT CAVALCADE

The Cavalcade of Transport held in Melbourne on Monday 30 January 1978 was reported in this journal in the February issue. We now present some photos of the tramway and railway aspects of this event to complete our coverage.

BELOW:

Spencer Street looking north over Little Bourke Street towards Lonsdale Street. TMSV Birney 217 and Y1 613 on the special shuttle service wait for Z1 to leave for Burwood. Mr. A.E. Twentyman, in centre with cloth cap, is seen taking a short break from the arduous task of answering questions about his cable trams in Bourke Street. - The Age

ABOVE:

CLASSIC BOXCABS IN ACTION - Double headed E class electrics 1107 and 1102 sweep around the curve approaching Richmond on the six track main line with the second return shuttle working from Caulfield. The outward trip was behind steam. - R.M. Carlisle



RIGHT:

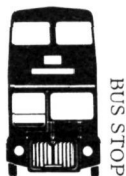
Mr. A.E. Twentyman's cable tram grip car 436, is lifted from his home on Friday 27 January 1978 for display in the Cavalcade of Transport on the following Monday. - The Age

BELOW:

TMSV Birney 217 and Bendigo Open Car 17 proved very popular with the public throughout the day; they are seen here loading in Spencer Street adjacent to the North Wharf display area.

217 is normally stored at Malvern Depot and 17 was specially brought to Melbourne by road from Bendigo for the cavalcade. - K.S.Kings





BUS STOP

The bus fleet of the PTC dominates public passenger road transport in Sydney and Newcastle. Private bus fleets in N.S.W. are small by comparison; it being notable that the Wollongong conurbation, entirely in private hands, has the largest of these. However recent times in Sydney have seen a major regrouping of operations, particularly in the western suburbs.

Foremost in this movement has been Cumberland Coaches, the Rydalmore based operator of the Parramatta to Eastwood trunk services, routes 86 and 172. Following the acquisition of Meadowbank Bus Service, route 152 Gladesville - Meadowbank some years ago it consolidated its position in the Ryde - Eastwood area by taking over Commodore Coaches, operator of West Ryde - Eastwood and Epping - North Epping. Moving further afield, Red Top Transport operator of the major routes from Strathfield to Hurstville (34) and Campsie to Hurstville (39), was purchased together with Heron Bus Lines, routes 111 and 194 Hurstville to Kingsgrove and Belmore - Lakemba Bus Service, route 35 Lakemba to Roselands. The latest move by Cumberland has been the purchase of Stone Brothers of Auburn. Routes involved are:

- 5 Auburn to Guildford
- 13 Auburn to Regents Park
- 14 Auburn to West Auburn (Cumberland Road)
- 116 Auburn to Berala
- 149 Auburn to West Auburn (Chisholm Road)
- 239 Auburn to South Granville (Blaxcell Street)

It is interesting to recall that the present Cumberland operation evolved through Dundas Valley Coaches from the business started in the 1920s by George Sinclair in Auburn whose routes included the aforementioned 13, 14 and 116/239 (then one route).

Other recent changes worthy of note have seen Western Road Bus Service, Parramatta - Blacktown area and Rowes Bus Service change hands although the new operators are not at present known. Parramatta - Villawood Bus Service, operator of route 186 from Parramatta to Granville and Villawood and associated with Rowe has gone to Delwood Coaches, operator of routes 96, 98 and 105 from Granville to South Granville/Chester Hill. These services are also based on ones started by George Sinclair. Bass Hill Bus Service, whose

main service is route 21 Bankstown - Villawood, has taken over the small one route operator, Bankstown - Eldridge Road (20). Deanes Coaches, a northside operator, has sold three routes to Lane Cove Bus Service. These are:

- 127 Wynyard - Crows Nest - Longueville
- 169 Lane Cove - Lane Cove West
- 224 Wynyard - Crows Nest - Tambourine Bay

McVicars Bus Service, family owned since it was established in Lidcombe in 1919, has sold its routes to three other operators. Route 123 Berala - Lidcombe - Regents Park has gone to Drummond Transit, operator of route 59 Auburn - Lidcombe. Route 27 Strathfield - Bankstown and 125 Lidcombe - Bankstown have gone to West Bankstown Bus Service, a major concern in the Bankstown area. The routes on the south side of Bankstown, generally to the Georges River, namely:

- 12 Bankstown to Panania via Milperra
- 22 Bankstown to East Hills via Milperra
- 23 Bankstown to Picnic Point and East Hills
- 24 Bankstown to Padstow and One Tree Point
- 38 Bankstown to Revesby Heights
- 137 Padstow to Panania
- u/n East Hills to Roselands

have been acquired by Bankstown Bus Lines an associate company of V.I.P. Tours, Hurstville Bus Lines (route 114 Hurstville - Miranda) and Kareela Bus Lines (formerly Jannali Bus Service).

McVicars had a fleet of nearly 60 Albion, AEC and Leyland buses, although some of these were off the road. Bankstown Bus Lines, who are establishing a new depot in Revesby, have taken 38 buses. WBBS initially took 11 for route 27; the number required for route 125 is not known. Drummond Transit purchased two vehicles elsewhere to cover its requirements. The remaining buses, including a raised deck coach, are yet to be disposed of. Wbbs also recently purchased the PTC's AEC experimental bus, 3521, previously at Ryde Depot. This has been repainted in McVicar's red and cream rather than in their own orange and cream. It was not in service in early April.

PAGE 17 Above: An advertisement for McVicars in 1940.



FLEET OF MODERN BUSES OWNED AND CONTROLLED BY

A. R. McVICAR

Garage and Motor Bus Proprietor

36 Joseph Street, Lidcombe

Phone UX 7844

Established 1919

FROM TRAMWAY TRUST TO NATIONAL TRUST

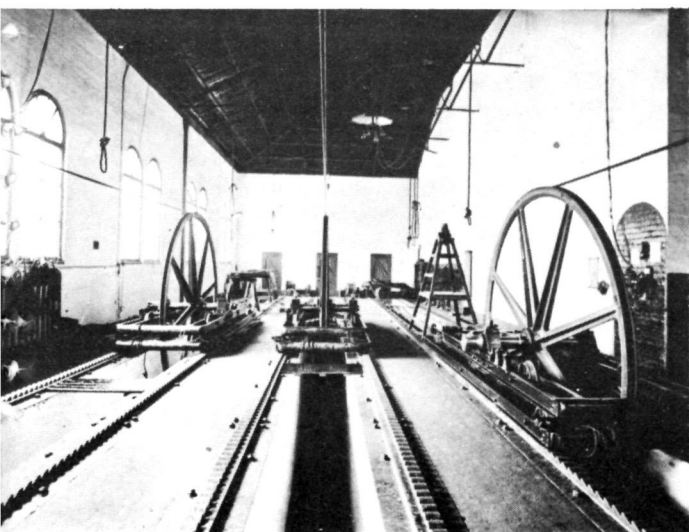
CONTINUED FROM PAGE 13

to note that for this neither the Trust nor the Tramway and Omnibus Company are in any way responsible".

An unusual feature of the building is the corner turret which was used as a signal box to regulate the trams approaching the street intersection below. Due to the prevailing grades of the lines intersecting outside the engine house, special designs were evolved to enable tram dummies to pick up and release the cables at that point. As a consequence of these arrangements, the subterranean portion of the engine house was of a very intricate nature and the

pits very large.

Another feature of the building, which unfortunately no longer remains, was its lofty 150 feet high brick chimney. For more than fifty years, cable engine house chimneys dominated the Melbourne skyline. So much so, that Professor Kernot, writing in "Victoria and its Metropolis, Vol 11" (1888) was prompted to record that "...The engine houses are provided with tall and handsome chimney stacks, 150 feet or more in height. Tram chimneys now form conspicuous features in most landscapes about Melbourne".



Interior of cable tram engine house (thought to be Nicholson Street) showing the cable tensioning apparatus for each of three main cables.

- R.Green Collection

THE SYDNEY SCENE

Transport News from the Sydney Region

FREEWAYS AND PUBLIC TRANSPORT

The announcement last year by the NSW Labour Government that it had abandoned a large proportion of the proposed Sydney metropolitan freeway network has been met by a barrage of pro-freeway propaganda, in the same manner as that used against the tramways from the 1920's onwards, by the media and motoring organisations. The Liberal/Country Party Opposition has come out with a pro-freeway policy, which by implication is anti public transport. The demolition of some 3000 houses would be involved in the construction of the now abandoned sections. Previous Governments have already resumed about 500 of these and it is now proposed to sell these and remove any protection for the right of ways, a move which has brought further howls of protest, with the Liberal leader saying that it is an election issue. It is notable that the removal of protection for the right of way for parts of the Eastern Suburbs Railway in the south eastern suburbs a number of years ago caused no comment whatsoever.

Whilst the present Government is actively pro public transport, the abandonment decision is the result of the realistic appraisal that sufficient finance will never be available for the grandiose freeway schemes without robbing essential services and a genuine concern about the social disruption and aggravation of the housing shortage freeway construction causes, rather than an anti freeway policy.

The Sydney City Council does its best to encourage road traffic into the city area by its policy of forcing the provision of parking facilities in all new buildings. It presently operates three large multi-storey car parks and is considering the construction of another.

Traffic congestion has become severe in a very short time and authorities are investigating signs that is is partly deliberately caused. The Harbour Bridge and approaches are the main trouble spots but an extension of the Warringah Freeway, in particular, will only encourage more traffic to use the bridge and will thus increase congestion, not ease it.

BUSES

A contract has been let by the PTC for the supply of 550 Mercedes 0305 buses with bodies by PMC; delivery is to follow on from the current order for 200. A new style of body is to be fitted, based on current German practice. A left hand drive demonstrator, which has been doing the rounds of the country, was shown to the media (who did not seem to notice that the doors were on the wrong side) when the contract was announced. The new bodies were described in glowing terms, yet the same superlatives that were applied to the current batch were used, so one can only wonder why the change was necessary. Tenders were also received for chassis by Hino, Leyland, MAN, RFW and Volvo.

Withdrawal of early PTC underfloor buses continues. To date those from Sydney have been sold for scrap but those from Newcastle have gone to local private operators. Withdrawal of up to 100 Atlanteans is believed imminent. This move, whilst not unexpected, comes early than anticipated and at a time when Leyland has just introduced a new double deck bus to cater for an expanding world market.

The PTC has decided not to introduce the Townobile battery electric bus on inner city services. Adelaide is now believed to be the only Australian city still considering its possible introduction.

FERRIES

A contract has been let to the Newcastle State Dockyard for the construction of two 570 passenger Lady class ferries for inner harbour services to replace the 'Karabee' and 'Karingal'.

A second hand hydrofoil has been purchased from Italy and is expected to enter service to Manly in June. It will replace the small 'Manly' and bring the fleet up to five large hydrofoils. The 'Lady Wakehurst', which has raised bows, has returned from service in Hobart and has joined the 'Baragoola' and 'North Head' on the Manly run. Two 1100 passenger ferries are to be built to replace these latter two vessels.

RAILWAYS

EASTERN SUBURBS: Amid much publicity, the rails on the up line were laid into Bondi Junction station on 14 March 1978, thus completing this track from Erskineville. The down track is yet to be laid from Edgecliff. The overhead wiring is now complete from the Erskineville portal to Edgecliff. Finishing work continues on stations and the bus interchanges at Edgecliff and Bondi Junction. The line is expected to be officially opened on 27 January 1979 with a shuttle service operating from Central to Bondi Junction initially. The line will later be integrated into the Illawarra services.

ROLLING STOCK: Events have overtaken the notes on parcel vans in the February issue. Following completion of the testing programme, the profile fingers were removed from 3558 and it remained at Flemington depot for some time being used for shunting. It has since gone to Elcar workshops for minor repairs and has been repainted yellow with black stripes and recoded SPC. The original 3555 has been withdrawn from traffic and replaced by a conversion from steel car 3325. A replacement 3558 is expected out later in the year. The steel car conversions are all two motor and have been fitted with the newer cast steel type F motor bogie and with the exception of 3556 have outside doors to the drivers cabs. 3556 has retained the outside door in the original cab, but the new cab has a window, as is now standard, with the side door behind the cab in what would normally be the guards compartment. The additional van, 3559, was to be fitted with hoists for recovering seats and other items from the trackside, as this equipment has not yet been fitted. It is, however, fitted with power operated doors, one pair per side behind the drivers cabs. These are direct air operated by a valve adjacent to the doorway. The other pair of doors in each side are hand operated.

Four parcel vans, 3551, 3553, 3554 and 3557 are painted blue and white. The other four are in red with 400/600 diesel railcar style yellow striping on the ends; 3555, 3556 and 3559 additionally have a large blue spot on the sides, advertising the blue spot parcel service.

It appears that the reported conversion of the original 3552 to a narrow bodied vehicle is incorrect. This van is being converted to four motors and is to replace the Elcar pilot (shunter), 3591, a wooden bodied car. Whilst consideration has been given to building

shunters with 4 x 360 hp motors using A or F bogies it is believed that this conversion will use 4 x 190 hp motors with E or H bogies.

The motor and trailer cars of the prototype eight car double deck set (S10) which have been out of service for some years, are gradually being moved to Elcar, the trailers are being converted to run with the standard double deck sets. Each of the four motor cars in this set had different equipment and ran only with its allocated trailer due to differing lighting circuits. It could and did Multiple with sets S1 to S9 (now W) but although the newer double deck stock has the same 120 volt control it has different acceleration and speed characteristics and is fitted with a different EP brake (Westcode). The motors are due to be converted to trailers but future developments with these cars will be watched with interest.

The 1955 type cars from the W sets have been receiving overhauls and unfortunately were also victims of aluminium framed sliding window conversion programme, which continued on these cars after it ceased on the older suburban cars. The latest two at Elcar for overhaul, 3732 and 3738, have been stripped down but work has not proceeded and they are being cannibalised for parts for the single deck interurbans, a fate which seems certain to befall the other thirtyeight members of this group in the near future.

Single deck interurban trailer TF6018 was extensively damaged in a shunting accident in March and appears likely to be scrapped.

Modification work is being undertaken on the first series double deck interurbans to enable them to multiple with the second series cars presently being delivered. Four cars have been noted in traffic operating with the new stock.

Tenders have been called for the construction of 32 diesel railcars to operate in two car sets for suburban and interurban use in and between the Sydney, Newcastle and Wollongong areas. They will supplement the 600/700 types and also release some of these for the probable replacement of CPH and 400/500 class vehicles on country services. The Sutherland to Waterfall service, at present worked by CPH motors and 500 class trailers, will be replaced by electrification, but the ordering of these new cars indicates that electrification to Newcastle/Maitland and Wollongong is a long way off.

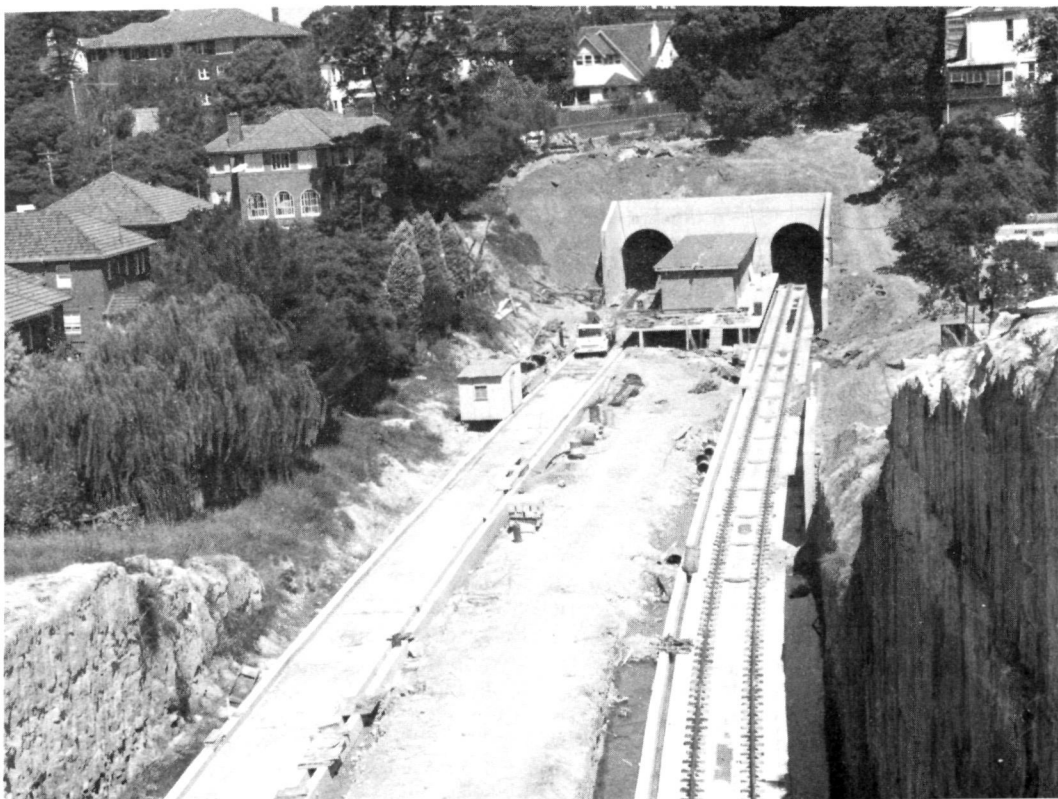
GENERAL: A suburban double deck electric train ventured to Lapstone on the western line on 26 January 1978 when the driver got lost.

Penrith is the normal terminal of western suburban services with only some peak and special workings across the Nepean River to Emu Plains. The train concerned works from Sydney to Penrith as four cars then amalgamates to eight cars and proceeds to Emu Plains to work the 'Heron' to Sydney at 7.45 am. The driver was unfamiliar with this line and just kept on going until flagged down at Lapstone. The only indication of the limitation on suburban stock is (or was) a sign past the level crossing at the down end of Emu Plains which reads: 'Wide Electric Trains Stop' and would be easily missed but the station name is displayed several times on each platform. At 35½ miles, Emu Plains is 1½ miles past Penrith; Lapstone is a further 4 miles. One cannot help but wonder what the guard was doing during this lengthy journey. Although an emergency cross-over exists at Lapstone, the train was sent back to Emu Plains on the wrong track.

Quite obviously a suburban double deck set can reach Lapstone without any problems and since Lapstone tunnel has been enlarged to accommodate double deck interurbans there would appear to be little problem in them

reaching Mount Victoria and ultimately Lithgow. The double deck interurbans are 9'9" wide as against 10' for the DD suburbans, but this has also to be considered against lengths of 77' 2" and 63' 3-3/8" and bogie centres of 53' and 45' 9" respectively which determine the inside overhang and endthrow on curves. The single deck suburban cars are 10' 6" wide overall above platform level but reduce to

The site of Woolahra Station, Eastern Suburbs Railway, looking towards Bondi Junction on 16.3.78, showing the up track in position. The tunnel type concrete track bed has been continued through the cutting. Woolahra station has been omitted initially, being socially unacceptable in the area but can be built later as the track spacing is on the original centres. Although situated in a cutting just long enough to accommodate the platforms, this site is high on the side of a ridge and is reached by a 1:37 grade from Edgecliffe. It is on a 20 chain curve and is 3.56 miles from Central and 5.44 from the junction at Erskineville. It would be the only one of the eight on the line above ground.



9' 8" at the underframes and would present a different problem. Widened wooden trailer 4136 was taken to Mount Victoria as an out of gauge load after withdrawal in 1952 and used there as a shed.

Another race meeting was held at Warwick Farm on 18 March. Suburban trains operated on the southern line on this occasion with extra service being run to Liverpool.

A new timetable is to be introduced on 28 May 1978. All off peak and weekend services will be operated by double deck sets, with extensive use being made of 2 car sets. The number of suburban services to Emu Plains is increased to twelve with four on Saturdays, thus effectively moving the suburban area across the Nepean River and into Lithgow Control. One interesting Saturday morning

working is from Cronulla to Emu Plains via the City Circle, Bankstown and the Lidcombe Triangle, a journey of 66½ miles. The suburban working timetable also includes passenger runs to Gosford and Lithgow, which were included in the last public timetable. The interurban workings are coming closer to complete intergration within the suburban area, a move which the suburban electric train drivers are trying to achieve.

Contact wire has been erected over the two new tracks between Rooty Hill and St. Marys. The structures and catenary wire were erected when the line was electrified in the 1950's. New Structures are being erected between Regents Park and Lidcombe as part of the continuing programme of replacing spanwire construction using paired old rails for supports.

CITY SECTION

News of the Melbourne and Metropolitan Tramways Board

W2-518 departed from Preston Workshops at the end of January on a special articulated road trailer and was loaded into a roll-on-roll-off ship for transport to the U.S.A. where it will be used at Seattle. The trailer will return in about three months time for a second W2 tramcar. Freight car 17W has been withdrawn from service and stored due to poor body condition and 19W, the spare Freight car, is in daily use. Another door was cut into the side of 19W to facilitate handling of long items to and from the car depots. Decorated tram 900 was damaged by fire late in January and was shipped immediately for repairs. It was decided that the work could not be completed in time for it to be fitted for its March duties, so the lighting equipment was transferred to No. 990. The latter car will stay on these duties, and 900 will revert to a normal passenger car. Z class No. 90 entered service at the beginning of March, while the body of 96 was received from the contractor in the middle of that month. The last of the first batch of 50 Volvo buses with "Ansair" bodies has been delivered and is in service. Production of the next fifty follows without a break. Twenty of the old 32 seat (shortened) AEC Mk 3 buses, dating from the very early 1950's, have been offered for sale. The Board have also offered the bodies from twelve W2 class tramcars for sale. The remainder of the Clifton Hill cable tram car shed is being demolished. Work started about the beginning of March. The area will be paved and used as a bus storage yard.

The increase in fares at the end of January saw the introduction of two new tickets by the MMTB. One is called a "Day Tripper" and costs \$1.20. It is available for unlimited use of the Board's trams and buses on the day of issue. The other is called a "Monthly Travel Permit" and costs \$14.00. It is available for the month of issue and entitles the purchaser to travel on any MMTB tram or bus on payment of 10 cents for each single journey. From Monday, 13th February, the Melbourne City Council closed Bourke Street, between Elizabeth and Swanston Streets, and declared it a pedestrian mall. There have been some complaints from pedestrians (about the trams nearly running them down), tram passengers (about the 10 km speed restriction) and traders, delivery-men and motorists. However, generally, it seems to be working fairly well. Barricades and trees have been placed at each end only, initially, but the whole area will be treated in the following months. Track maintenance (of varying degree) has recently been carried out in Barkers Road, Kew, eastwards from the river bridge, through the cutting and towards High Street. The flexible, long bladed (European type) turnout, on trial in South Melbourne Permanent Way Yard last year, has now been installed in the trailing position at No. 1 crossover, Franklin Street shunt. It entered service here on Wednesday, 15th March, and has been side-locked (sprung): thus every tram passing through this very busy location will work the blades and ensure that it receives a heavy in-service trestling.

Work is proceeding well on the East Burwood tramway extension. Track was completed to Elgar Road in good time, and the road works from there to Parer Street finished by early March. Motor traffic was thus able to move onto the new carriageway and allow the old roadway to be excavated for the centrally situated reserved track tramway. Sunday, 19th March saw much activity at both ends of the new line. Several tower wagons were at the old terminus and eastwards to Parer Street stringing wires. The new span "wires" are not wires - they are parafil: parallel laid terelyene filament. They are capable of a two ton loading as against 1.8 tons for normal galvanised span wire. Another advantage is the elimination of insulators along the span wire. The Melbourne standard is particularly high in this regard, there being one insulator between the two trolley wires, and a primary and secondary insulator between each trolley wire and the adjacent span pole, on double track construction. The eastern end of the line saw the track gang in full occupation of the Middleborough Road intersection as the two tracks were inserted and connected to the completed adjacent rails. The terminus, on the east side of Middleborough Road, is standard Melbourne practice of running straight along the down track, returning through a turnout to the up track. The track force will now return to Elgar Road to work on the last section of reserved track to Parer Street before starting the street section from there to the existing terminus at Warrigal Road. Completion is due in mid-June.

The route map/timetable cases installed on poles in Bourke Street last year have recently been extended along the East Preston route. A modified version of case, grey in colour (the Bourke Street routes are orange) has been installed at most stops on the Wattle Park route during February and March.



New type information unit being placed along the Wattle Park tram route in February 1978. A route map of the Batman Avenue (City) to Wattle Park and Prabhara lines is shown, while a timetable is housed on the other face of the unit. Riversdale Road at Trafalgar Road, Camberwell 26.2.78 - K.S.Kings

PERTH

News of the MTT

The MTT Leyland National, No. 11 has been repainted and has entered service as a "Red Clipper". It is in the same color pattern as the standard buses in the new "Arrow" colors (Green and White) except the green is replaced by bright red, the only other changes being, all destinations are painted over in white and then lettered "Red Clipper, Free Service". It is the smartest looking bus in Perth now. It has also had its troublesome Leyland auto gearbox replaced by a semi-auto type

and is much more popular with crews.

The Trust also has on its property two demonstrators, one a Volvo B58 underfloor with a N.Z. Motor Bodies (Petone) body and the other, a Leyland B21 "development bus" with an Allison 5 speed auto gearbox and rear GM engine. This bus has a National front but with a radiator grill, and a PMC (Adelaide) body (Sydney specifications) with a similar rear end to the Mercedes, it has the National drivers layout.

★ *Museum Notes and News*

C.O.T.M.A.

News from the Council of Tramway Museums of Australasia

The 1978 Conference in Christchurch will be held over the Anzac weekend and most Australian Museums are sending delegates across the Tasman Sea for another four days of speakers, workshops, excursions and interchange of views and ideas. A most interesting programme has been arranged by the hosts, The Tramway Historical Society Inc. and a full report will be given in June Trolley Wire.

Following a grant from the Victorian Govern-

ment, COTMA was able to arrange with the MMTB to manufacture a GE201 coil former. This piece of equipment is now available to COTMA members when required for rewinding purposes.

Whilst in Melbourne during February, COTMA Chairman Dr. John Radcliffe was able to confer with Mr. J. Scholtz., Assistant Manager MMTB Preston Workshops, on a number of matters to mutual advantage.

ALBION PARK . . .



Illawarra Light Railway Museum Society

Locomotives

On Saturday 4 February an Hydraulic pressure test was carried out on the Davenport 0-4-0ST 2ft gauge loco. One boiler tube was found to have deteriorated to an extent which enabled water to flow from the boiler as fast as it entered. When this tube was plugged the test was able to proceed, a pressure of 120 lbs/sq. inch being retained. On 18 February the extended rear platform on this loco was completed and during this and the following weekend several lower tubes were removed from the boiler for replacement.

As mentioned in a previous report, the ILRMS was fortunate in obtaining approximately 140, 1¼ inch diameter by 16ft long boiler tubes from the Wollongong Gas Company while a similar amount of shorter tubes have since been obtained from the Victoria Mill at Ingham Qld. The tubes from the Davenport, however,

have proved to be 2 inches diameter, but an approach to Tubemakers of Australia (Stewart & Lloyds Division) of Unanderra met with a favourable response and it is hoped that 14 replacement tubes for this American loco will be delivered 8 weeks after the late February ordering date.

Another 2ft gauge steam locomotive arrived at Albion Park on Friday 24 February. This is the large 0-6-0 tender loco, Hudswell Clarke B/n 1706 of 1939, donated last year to the ILRMS by CSR Limited from their Victoria Mill at Ingham.

Hudswell Clarke completed the loco on 21 January 1939 and on delivery it entered traffic at CSR's Hambledon Mill near Cairns as No. 8. It was transferred to Victoria Mill circa 1957 where it received the name 'Cairns'. The engine is powered by two 10 x 12 inch outside cylind-

ers and it is carried on 2ft 2½in driving wheels. The large tender is mounted on two bogies with 18 inch diameter wheels. This locomotive would not look out of place on standard gauge! The frames are 20ft long and the overall width of the cab is 7ft 0½ inch; the tender is 11ft 9 inches long while the loco stands 10ft 4 inches high; the boiler is 9ft long and 42 inches diameter. The weight in steam is approximately 18 tons.

As mentioned in an earlier report, the tubes had been removed from 'Cairns' for a general boiler overhaul when CSR reached the decision to withdraw the last steam locos from service at the Victoria and Macknade Mills. As a result the ILRMS had to tender for the tubes and these arrived at Port Kembla with the loco and tender on the 'Melbourne Trader' on Tuesday night 21 February 1978.

Pending the arrival of the new boiler tubes for the Davenport, all loco overhaul effort has been concentrated on refitting the cab auxiliaries to 'Cairns' while a start has been made on repainting the unit and refitting the boiler tubes. Preliminary surveys conducted by a boiler inspector have indicated that this Hudswell Clarke locomotive should be able to receive a certificate to work at 120 lbs/square inch when restoration is completed.

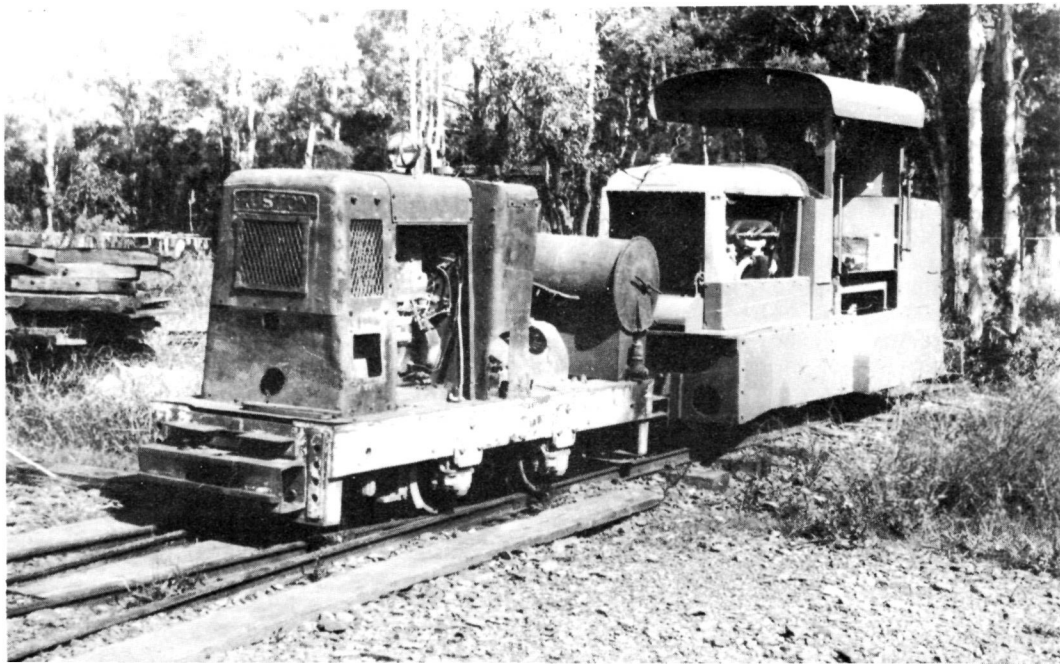
Since the last report in this magazine, some work has been carried out on Shay No. 2 (Lima B/n 2097 of 1908). The weather worn front wooden buffer beam has been trimmed and re-framed with a new timber surround prior to

repainting. The replacement of the front beam with new baulks was considered, but the RSJ main frames on the loco would have possibly collapsed when the existing timber was removed unless a special cross brace had been constructed to hold the frames in position during the renewal. Drawings are at present being prepared of a suitable cab for this locomotive. When in use at the Munro Timber Mill near Hampton in Queensland, both Shay locos only carried a crude canopy held by three uprights. It is planned to fit No. 2 with a typical American style enclosed cab similar to that at present carried by the Davenport.

On Saturday 25 February the four wheel, 2ft gauge internal combustion locomotive mentioned in the February report arrived at Albion Park. This proved to be a Days tractor and not an early Malcolm Moore as reported earlier. This unit was made available to the ILRMS for \$50 by the Fairymead Mill and seems to be of pre-World War 2 vintage, the Fordson tractor engine being adapted to start on petrol, then to run on kerosene vaporised in a hot box. The only number discovered so far is 123 painted on the tank-bonnet above the engine. When delivered to Albion Park the cross channels on the main frames were loaded with dirt and scrap iron while a healthy tree had taken root behind the front buffer beam. The early part of March was occupied with removing this extraneous material and replacement items for missing and damaged parts are being collected.

Another locomotive arrived at Albion Park on Tuesday 28 March. This is a 20hp diesel machine, B/n 285298, discovered at Bankstown (Sydney) with some four wheel spoil skips. The previous owners, Leighton Constructions, gen-

The Ruston Hornsby diesel loco being shunted by the Krauss Leyland petrol unit at Albion Park, 28.3.78. - K.McCarthy





The Hudswell Clarke loco 'Cairns' is made light work of by an ANL fork truck on the wharf at Port Kembla Inner Harbour. 24.2.78. - A.Moore

erously donated this material to the ILRMS. Six skips arrived at Albion Park on 23 March while the loco and two further skips and two scoop loaders were unloaded at the end of the Easter vacation period. The engine resembles units once employed in large numbers by the Metropolitan Water, Sewerage and Drainage Board and it is hoped that details of its history can be revealed in later reports.

Stationary Units

The second load of stationary steam engines and pumps from Wollongong Gas Works arrived on 19 January. This added the following items to the growing collection of stationary units:

- 9 vertical single cylinder Weir pumps
- 2 twin cylinder horizontal Weir pumps
- 1 Bellis & Morcombe vertical single cylinder steam engine
- 1 Reader vertical single cylinder steam engine coupled to a Waller exhaustor
- 1 Greenwood & Batley steam turbine with reduction gearbox

One of the Weir pumps has already been connected to the vertical boiler and can be seen circulating water at the main tank which supplies the boiler.

Around The Museum

During January the Shellharbour Council approved in principle the extension of the ILRMS site lease to include an additional 6 acres adjacent to the initial occupied land area of a similar size. Formal approval will enable

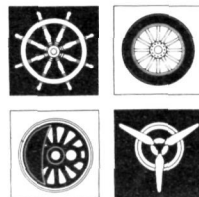
work to commence on the construction of a circular main line providing a run of approximately one third of a mile (0.5km); the terminal area will be in front of the Yallah station building and the track will traverse flat, but thickly wooded country, mainly along established fire trails.

While existing delivery and siding trackage has been laid with plant of approximately 30 to 35 lbs./yard, it is planned to use heavier 45 lb rail on the new main line loop. A considerable quantity of this material obtained from Coalcliff colliery and the former Kiama gravel tramway is already stockpiled for this job, but more will be required to complete the next stage of the project.

Acknowledgements

Firms and people responsible for the recently delivered material have received some acknowledgement in reports released in this magazine, but ILRMS members are also grateful to the following for recent services rendered: Stationary engines and boiler tubes from Wollongong Gas Works - Mr. Bob Tallo, Manager; Mr. Bruce Medley - Engineer. Delivery of the Days Tractor - Albion Park Builders Supply for crane hire. Ruston & Hornsby loco, skips and loaders - Leighton Constructions; MHP-Heggies Transport and their Manager, Mr. W.Sargent. Hudswell Clarke loco 'Cairns' - CSR Limited; Australian National Line and the Port Kembla Manager, Captain McCullum; F.Rennex PTY. Ltd.. Carriers of Port Kembla; Cleary Brothers Carriers of Port Kembla; B&W Steel, crane hire; Illawarra Tourist Association; Ansett Airlines; Avis Rent-a-Car.

GLENORCHY . . .



Tasmanian Transport Museum Society

Steam Engines

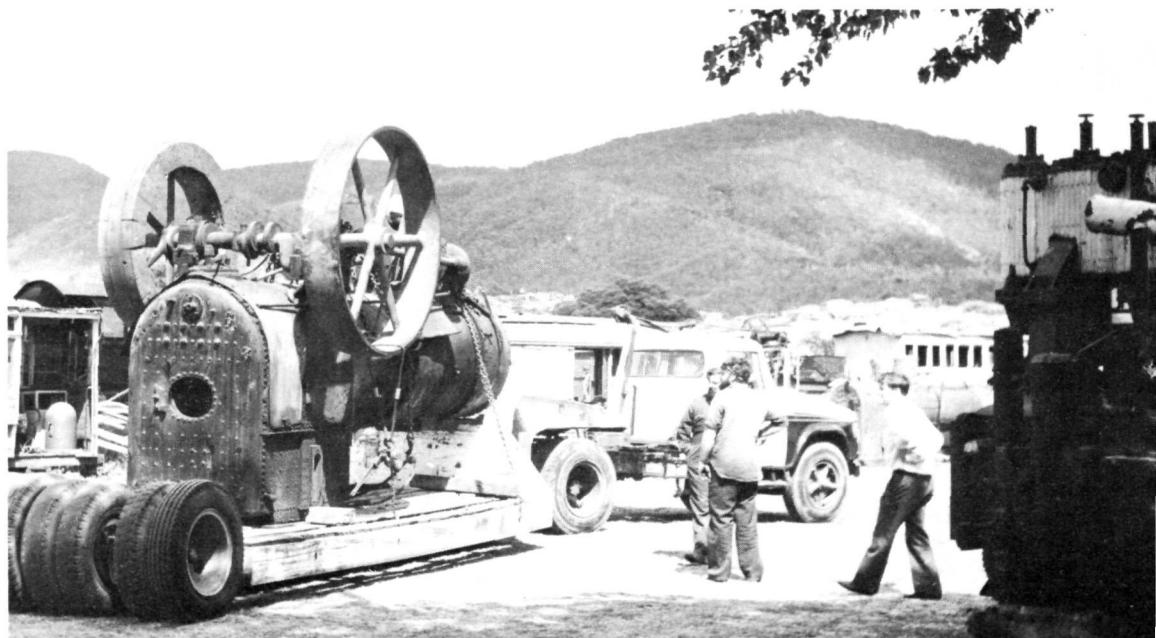
The number of exhibits at the museum site continues to grow as items previously stored at other locations are moved there. The first was a marine engine from the former ferry steamer 'Sorrento', which arrived in December. The engine was purchased by a small group of members at short notice in 1968 when it was replaced by a diesel and the old ferry converted to a new role as a fishing boat. The triple expansion marine engine was built by Ross and Duncan, Glasgow, in 1909.

The ferry 'Sorrento' had an interesting history after it was built at Battery Point, Hobart in 1909 and launched as the 'Rowitta'. Under that name it gave faithful and popular service out of Launceston on the Tamar River. She returned to Hobart in 1941 and following extensive alterations her name was changed to 'Sorento' and taken to Melbourne. After several years as an excursion boat on Port Phillip Bay the ferry was sold to Sydney but returned to Hobart in 1951 where it became a familiar sight on the Derwent River until 1968 when converted to the fishing boat 'Tarkarri'. It has since been taken back to Victoria to begin a new role as the centre piece of a marine tourist venture.

The second steam engine to arrive in December was a 30nhp stationary engine constructed by Marshalls of Gainsborough, England, in 1913. It is believed that the unit was used for the whole of its working life at Kemp & Dennings timber mill at Hobart where it provided power to the mill machinery. Although purchased by the society in 1974 it was unable to be moved until the recent demolition of a large chimney stack and the brick building it was housed in.

These two engines together with a steam traction engine, road roller and numerous smaller engines will form the basis of a section of the museum dealing with the application of steam in both industry and transport. It is hoped that eventually the engines will be capable of being demonstrated using either steam or compressed air.

30nhp Marshall steam engine arriving at the TTMS museum. Marine engine from S.S. 'Sorrento' on right. - D.H. Jones





The Hobart City Band provides music during an open day at the TTMS museum on 20.11.77. D.H. Jones

Turntable

On 10 December 1977 the main section of a 40ft railway turntable was transported by road from Brighton (14 miles from Hobart) to the museum. Most of the decking, wheels and rails had been removed and transported earlier. The turntable was formerly in use at Brighton, the former terminus of Hobart suburban rail services and junction of the Apsley branch line closed in 1947.

The turntable is the key to an extension of the railway section of the museum in which locomotives will be positioned in a round house type layout. As the turntable is 40ft in diameter it will be necessary to split the larger locomotives but this is not expected to cause much inconvenience as only the smaller locos are expected to use it regularly. Plans will be prepared shortly for the turntable pit but construction must wait until funds are available.

Climax Locomotive

While a heavy lift crane was on hand to unload the turntable the opportunity was taken to remove the boiler from the underframe of the Climax. This will facilitate restoration and enable repairs to be made to the underframe which is cracked. It is likely that the bogies

will be removed and overhauled before reassembly of the locomotive commences.

Tram 141

The society's first exhibit, Hobart bogie car 141 has been stored in the Hobart railway roundhouse since moved there in October 1960 following the closure of the Hobart system. Despite having been stored for over 18 years it is still in excellent condition having been kept securely under cover. It remains one of the society's most prized exhibits and due to the efforts of its caretaker, Don Lange, it is still operational.

Unfortunately the roundhouse has been declared unsafe and the railways have decided to demolish a large section. The society has been asked to remove the tramcar and after a thorough investigation of alternative storage areas has decided to transfer the tram to the museum site.

Mindful that the tram will require protection from the weather and vandalism the society has decided to press on with the construction of a 72 X 40ft steel framed building and detailed planning is now under way. A rail connection between the museum and the railway system will have to be re-established to enable the tram to be brought onto the site on its own wheels as the former temporary connection was removed following the movement of railway exhibits to the site in October 1976.

ST KILDA . . .

Australian Electric Transport Museum



Public Transport Centenary

Preparations have commenced in earnest for the Transport Centenary Celebrations, to be held in Victoria Square on Sunday 11 June 1978. The AETM is playing a major role in this event.

On 7 February 1978, Horsecar 18, owned by the National Trust of S.A. but exhibited at St. Kilda, was loaded onto an STA truck with a Highways Department crane and taken to the Marleston College of Further Education. Apprentices are repainting the car in its original colour scheme of lemon chrome and white. On 3 March, the Minister of Transport (Hon. G.T. Virgo) called at the college to inspect progress of restoration. Staff from Hackney Depot are fitting brake rigging to the car. It is hoped to have the project completed in April and to give the car a trial run in King William Street with horses early in May.

Tramways and Highways staff securing horse car 18 onto an STA truck at St. Kilda for the journey to the Marleston College of Further Education for repainting. - J. Radcliffe

A group of volunteers from the AETM and the Hackney Body Shop dismantled a house from around the body of Garford bus 208 in February and the body was subsequently taken to Hackney Depot for restoration. The body and chassis of Garford 204 have also been donated to the STA and it is intended to mount the body of 208 on the chassis of 204. Number 208 originally left Hackney on 22 November 1935 to form the central core of a weekend retreat built in the Adelaide Hills at Aldgate. The body, which is in exceptionally good condition, will require fitting of seats, reinstatement of a small section of the upper deck fence, removal of carpet from the staircase and repainting. This vehicle, being an open top double decker, is expected to be the focal point of the bus component of the Centenary display.

The repainting of car 381 at St. Kilda has been completed except for the doors which are being fitted with new vynex edgings. Attention has turned to car 303 to have a major part of its restoration completed in time for it to be





Reunited at another St. Kilda. W2 class car 294 was recently joined at the AETM by 354 which is to serve as a works car. -J.Radcliffe.

used in the celebrations. Seats have already been revarnished and major surface preparations for external repainting have been completed. While the body has been dismantled, the opportunity has been taken to reweld a number of cracked or rusted body posts. New leather straps for cars 282 and 303 and new weather blinds for cars 1 and 282 are being sewn at Hackney.

The AETM is sponsoring a Centenary Dinner at the Pier Hotel, Glenelg on Saturday 10 June 1978. Guests will travel by tram to the dinner and it is hoped that some Museum trams will be used. Accommodation will be limited and as early indications are that few surplus seats will be available, any interstate visitor wishing to participate in the dinner should contact the AETM Secretary as soon as possible.

Planning is advanced for the construction of ramps at St. Kilda and Morphettsville for transferring trams between the two systems. The St. Kilda ramp will be built at the rear of the workshop while that at Morphettsville will be built on the end of the long disused (and little known) eastern spur at the racecourse sidings. (Race trams lay over on the one remaining western spur.)

Depot Roads Renumbered

Roads 1 to 6 at St. Kilda have been renumbered in reverse numerical order to allow ultimate expansion of the system with addition-

roads to be located in new buildings planned for an area south of the depot. No further roads are likely to be built north of the depot.

Works Car Delivered

W2 class car 354 was delivered from Melbourne on 16 February 1978. Members have commenced to convert this vehicle into a works car. Seats have been removed from the drop centre and one saloon. Three additional CP27 compressors are to be mounted in the car to give sufficient air capacity to operate pneumatic track packing equipment from the car. Equipment storage and workbench facilities are also to be installed. Later plans call for construction of an overhead maintenance tower on the roof of the car.

Double Deck Diesel Bus Offered

In January, the Salisbury Corporation offered AEC double deck diesel bus 104 of 1937 to the Museum. The bus has been derelict at Coleman's Pit for some time. The Museum rejected the offer due to lack of resources to house the vehicle and its likely inability to manage its restoration in the foreseeable future. The executive did, however, recognise the desirability of there being a store where relics of historical value could be placed, even though it might not be possible to return them to exhibition order for many years. In some instances, who would ultimately manage the vehicle might not be clear.

Subsequently, the State Transport Authority accepted the vehicle and relocated it to the Maylands horsecar depot.

CANNINGTON . . .



Western Australia Transport Museum

Once again this month there is bad news. This time our K class tram (the one partially burnt out by vandals last year) was struck again and it looks like they were determined to finish the job. They succeeded in completely burning the body to the ground on 5 April. As the other car (a B class) outside the compound was not touched, it looks as though someone had a dislike for this particular car.

The trackwork in Kalgroolie that was offered to us has proved to be too badly worn to be of any use. However, another street is

about to be remade and it is reported that this track is in far better shape. The points at the racecourse also have some considerable quantity of track with them and this seems to be in good condition.

The WATM has a motor tower waggon surplus to requirements and it is offered for sale to other museums; all our tower waggons are ex-WAGT. For any further information contact: Lindsay Richardson at 139 Ardross Street, ARDROSS W.A. 6153.

FERNY GROVE . . .



Brisbane Tramway Museum Society

Work has progressed on several fronts at the Museum and elsewhere. With about a year to go before the BTMS hosts the 1979 COTMA Conference, attention is being directed to the jobs which will enable electric operation at that time.

Steady work continues at the substation with switch on anticipated for early 1979.

Depot 1 has two of its three front doors completed and the third under construction. Its completion will enable us to lock up, a necessity before we can move in the older cars from the workshop building. The major outstanding task is the inspection pit at the front of 3 road, the pigeon proofing being deferred for financial reasons at this times.

Depot 2 has had the roofing completed along the full length of the arch on one side and a scaffold has been erected on the advertising car (140) to facilitate completion of the remainder. When this depot is roofed it will enable the vital shuffling of cars necessary to free the workshop for rehabilitation and restoration which has to take place prior to our opening.

The store shed now houses one of two newly arrived buses; Leyland Royal Tiger Worldmaster 241, which has joined AEC 80 under cover. The second arrival, AEC Regal 77, is parked alongside the workshop.

Workshop activity remains necessarily limited until space can be made available, but work on the Ford V8 welding truck continues in the annexe.

The extension to the caretakers' residence has been completed and now provides a bath and washing facilities for the caretaker and washing and toilet facilities for members. This rather expensive project will improve personal facilities for all of us.

Preparatory to resumption of permanent way construction, attention has been directed to the sleeper stock and the presence of a number of unusable ones has been detected. Steps have been taken to stop further deterioration.

Away from Ferny Grove frequent work parties have been held at the former BCC Milton Tramway Workshops. With the transfer of all facilities to the new bus workshops at Toowong imminent, the BCC has yet again gen-

erously made available further quantities of materials and machinery to aid accommodation and maintenance at Ferny Grove.

A vast amount of work still remains to be

done before we become operational. Continued physical and financial support is vital and essential. To those who have aided in recent weeks thanks are extended.



ABOVE:

General view of depots 1 & 2 at Ferny Grove, showing progress up to the end of March 1978. Roofing is in progress on No. 2, whilst No. 1 awaits finishing work on the doors.

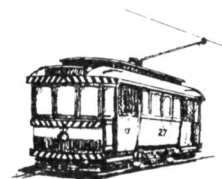
- J. Bradley

BELOW:

The second newest vehicle in the BTMS fleet, Hedges bodied Leyland Worldmaster 241, alongside AEC Regal Mk3 80, in the store shed at Ferny Grove. 241 is some three years older than the newest vehicle, Phoenix car 554. - J. Bradley



BALLARAT . . .



Ballarat Tramway Preservation Society

FEMALE DRIVERS: Society Treasurer, Carolyn Dean, is at present undergoing training as our first female tram driver. Along with being the first in this position, in this society, she was the first to wear the new uniform which has received favourable comment from society members and general public alike.

BENGONIA FESTIVAL: The recent Ballarat Bengonia Festival was a good revenue earner for the society. Trams operated on both weekends covered by the festival and also on the Labour Day Holiday, Monday 13 March. The busiest day for passengers was Sunday 12 March when 1200 were carried. This is the second heaviest loading recorded, the heaviest being the Labour Day Monday in 1975, our first year of operation when over 1400 were carried. Three trams were used to provide the service each day and four were used for a short time on Monday to cater for the passengers offering.

TRAM 28: This tram saw its first revenue day with the society on Sunday 12 March 1978 and has been running as one of the fleet since. It was received from the SECV in a damaged con-

dition and has been rebuilt over the last two years by the tramcar maintenance section. Now that it has been returned to normal service No. 26 will be restricted to lighter duties for a short time until the committee is ready to give it a well needed overhaul.

OVERSEAS VISITORS: Geoffrey Claydon, Secretary of the Tramway Museum Society, of England, visited the museum on 15 April on his way to New Zealand for the COIMA Conference. He was impressed with our overall operation and especially so with our street running. Another visitor was Klaus Matzka, an Austrian tramway enthusiast who was made welcome on 22 April. A member of the TMS and a member of the Rio Vista Trolley Museum, were two other international travellers who visited Ballarat in late March and early April.

Stopped for the Begonia Festival procession, the trams make a convenient grandstand.



BYLANDS . . .



Tramway Museum Society of Victoria



Cable and horse trams at Bylands on 12.2.78. Trailer 299, still undergoing restoration and Grip Car 28, with Horse Car 256 (and horse) on the main line. -K.S.Kings

The weeks since 31 December last at Bylands seem somewhat of an anticlimax to the solid preparations that were necessary for that hectic day when the Rover Scouts achieved so much for us. We have three or four jobs to round off or tidy up from where time forced the Rovers to terminate their activities and these are in hand. Meanwhile, work continues slowly on the restoration of 299. Most of the painting is complete and windows and louvre sun sashes are having the old varnish stripped ready for sanding and revarnishing. A set of brake rigging has been overhauled and installed underneath the body. Our cable tram grip car (or dummy), No.

28 was brought to Bylands from Mr. Twentyman's late in January and reposes in front of trailer 299. These two trams are at the south end of 2 road and can thus be moved outside on the extension track on special days or as otherwise required. Even though 299 is far from complete, our cable train (to use the old, official expression) looks really nice. At last we can answer enquirers: Yes, we do have a cable tram at our Museum! Our thanks must be recorded to Mr. Twentyman for the considerable amount of work he put into repairing 28 from the rather derelict state in which it arrived after nearly half a century of exposure to the elements in Gippsland.

Our involvement in the Cavalcade of Transport on Australia Day, Monday 30 January took quite a deal of effort in the preceding

weeks, as well as the last minute rush to have Birney 217 readied for service when permission was granted for it to be used in special service along Spencer Street. Our horse tram, 256 and Mr. Twentyman's cable set 436 and 586, as reported in the February issue, were also loaned for display. These trams were placed in Bourke Street about 7am and removed about 6pm -

LOFTUS . . .

South Pacific Electric Railway

New Arrival

A recent unexpected addition to the fleet arrived on Friday 17 March 1978 after taking one and a half days for a short suburban journey from its resting place of over 22 years.

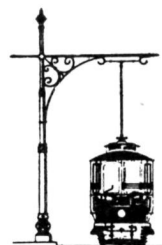
O car 957, the new arrival, was originally followed up many years ago for its bogies, which, unusually, went with the body when sold. When the car finally became available it was necessary to take the body as well as the bogies.

This car brings to four the number of O type cars (including OP rebuild) in the fleet. A well thought out policy on the use and display of Sydney cars indicated that the high capacity O and P classes should be well represented to help recreate the Sydney Scene which coupled sets of these cars dominated for very many years. It was thus desirable to have two coupled sets of O cars. With this in view OP 1089 was added to the fleet a number of years ago, joining 1030 (141s) and 1111. The society also acquired title to the body of 1333. With the unexpected addition of 957 the situation of moving 1333 will now have to be reviewed. Although stripped of most fittings and sorely in need of a coat of paint, 957 is nevertheless basically sound and it appears likely that 1333 will now be dismantled and one good body be built using 957 as the basis.

OP 1089 is presently mounted on a pair of Ballast Motor bogies and stored on track off site. It is in a derelict condition but can still be rebuilt. Two O type bogies are still required to enable the four cars to be operated as the ballast motor bogies are too long to negotiate curves within the confines of an O type underframe. Sufficient wheel and axle sets are on hand to enable bogies to be manufactured (at a

making a long day for several members.

The workshop area at Bylands took another little step forward in February when two, four feet by three feet shadow boards and two nests of pigeon holes were installed on the wood working bench. The member concerned was heard to wryly remark: 'Now we'll be able to see quite easily what tools are missing.'



price) but motors are not due to our inability to obtain our requirements from Melbourne when the W3 and W4 cars were withdrawn.

O 957 was placed in service on 5 November 1910 and withdrawn on 21 September 1955 and sold on 20 October 1955. It ran out of Ultimo Depot mainly, being noted in service on the Ryde line before it was cut back to Gladesville in 1949.

Around The Depot

The recovering of the roof of LP154 has finally been finished and the trolley bases, poles and hooks replaced together with new wiring.

The northern end cab front and sides of R 1 1979 has been dismantled and new framing is being installed. This was obtained in new condition from Randwick Workshops and in typical Sydney manner has the car number stamped on it, one piece bearing the number 2088!

Bus Tour

Any excuse is good enough to eat, drink and be merry. So, the 17th anniversary of the closure of the Sydney tramway system was duly commemorated by a tour in the society's Albion double decker, 615, on Saturday 25 February last. La Perouse was the nominal destination which was eventually reached from the city after a detour to Circular Quay to view the QE2 berthed there. After La Perouse it was full speed to Loftus and a barbeque - the real object of the days activities. Needless to say a good time was had by all.

Bill Parkinson later took 615 home to Wollongong to do some much needed maintenance on it.

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 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.
Victoria. 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.

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.

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

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

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

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

BACK COVER: *QUEENS OF THE OCEAN* in Sydney Harbour under vastly different circumstances.

The Queen Elizabeth 2 (top) is moored at the Overseas Terminal, Sydney Cove in February 1978 for a brief stopover during a luxurious world cruise.

Little background is visible to identify Sydney in this World War 2 Sydney Morning Herald photo of the Queen Elizabeth moored in the harbour east of Garden Island during one of her visits as a troop ship.



QUEENS OF THE OCEAN

