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COUNCIL of TRAMWAY MUSEUMS of AUSTRALASIA

The fifth COTMA Conference was held in
Brisbane from Friday 13 June to Tuesday 17
June 1980, hosted by the Brisbane Tramway
Museum Society, to coincide with the inaugra-
tion of public electric tramway operation at their
Museum at Ferny Grove.

A report of the Conference will appear in
the August issue of this magazine.

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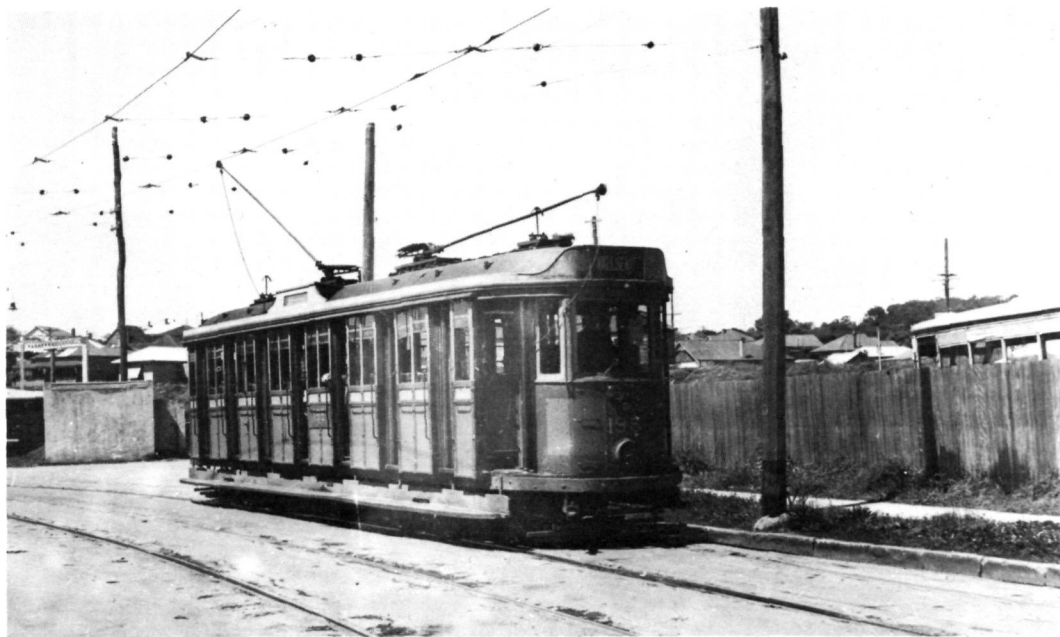
Although tramway services have been offi-
cially inaugurated at Ferny Grove, the Museum
will not be officially opened until Sunday 10
August 1980. This date coincides with the nine-
tyfifth anniversary of the commencement of
horse tram operation in Brisbane.

The opening will be performed by His
Excellency, The Governor of Queensland, Sir
James Ramsey.

FRONT COVER: LP321 passes the beachfront as it rounds the balloon
on leaving the Newcastle City terminus at Parnell Place bound for Glebe
on the last day of operation of that line. 25.2.50./ B.J.Parle

THIRTY YEARS ONWARDS . . . CLOSURE OF THE NEWCASTLE TRAMWAYS

BY K. McCARTHY



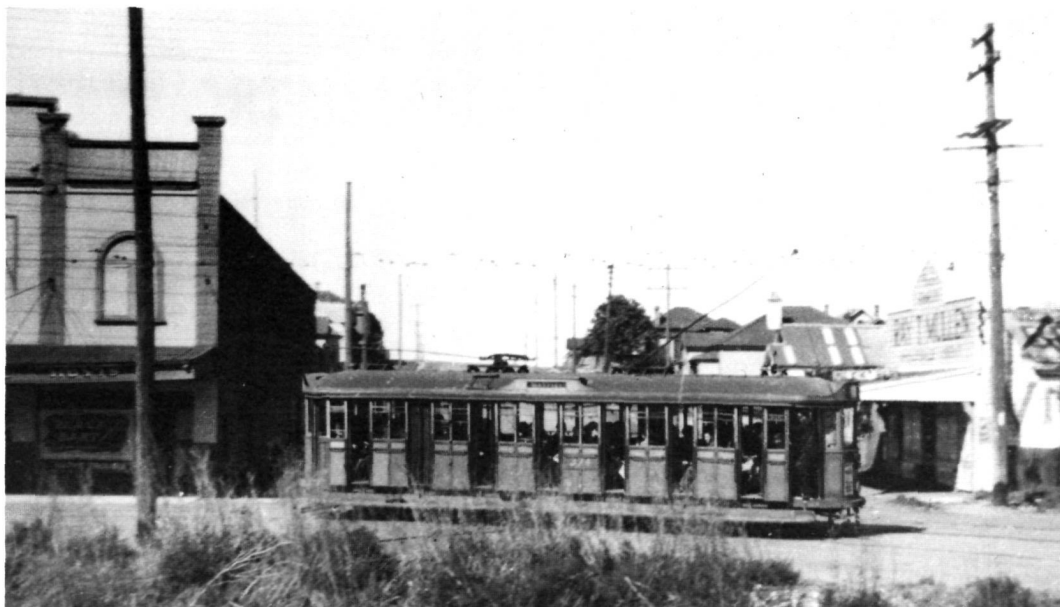
LP 195 in Robert Street Plattsburg at Low Street, 5.11.49. The roof of a vintage White bus appears above the fence at the right while the gas holder in the local gas works can be seen at the left. -B.J.Parle

June 10th 1980 marked the thirtieth anniversary of the closure of the Newcastle tramway system. The story of the destruction and closure of this transport asset has been related before in these pages and does not need repeating again. What must be repeated is that street operation along the two major routes to Wallsend and Mayfield mainly traversed wide thoroughfares, comparable in dimension to streets which continue to successfully carry tramway traffic in Melbourne, while over two thirds of the long Wallsend line traversed track laid in centre of the road reservations or on private right of way completely isolated from road traffic.

Over the last few years the "bring back the tram" lobby has gained some strength in the northern New South Wales city. "The Newcastle Sun" of 9 November 1977 featured a brief article headed "Bring Back the Trams, says Lord Mayor". Mayor Alderman Joy Cummings expressed her opinion that trams should be re-introduced, but like most newspapers of today, "The Newcastle Sun" was

unable to express a learned opinion one way or the other so balanced the Lord Mayor's views with an outburst by Mr. Tony Samway, the President of the Newcastle Chamber of Commerce, who said "Trams were an absolute nightmare in Newcastle".

When the New South Wales State Cabinet expressed the view through the Minister for Energy, Mr Pat Hills, last October that trolley buses could be operating in Newcastle, Sydney and Wollongong by 1984, the same newspaper, on 8 Oct. 1979, displayed a photo of the trolley bus overhead at the corner of College Street and William Street in Sydney showing the "Visual pollution caused by overhead trolley bus and tram wires". The ancient vintage of this photo can be easily judged as the wires of the Woolloomooloo tramway, closed over 45 years ago, can be clearly seen. The ignorance of that newspaper in modern electric transport technology was amply illustrated by the fact that the only photo of a trolley bus they could find to accompany the article was one of



LP 374 bound for Mayfield at the Tighe's Hill Theatre, 10.9.48. - K. McCarthy

single decker Sydney bus No. 1 taken at the Wylde Street, Potts Point, terminus on the opening day in January 1934!

Ask the average newspaper reporter to state the latest trends in the drug scene or the popularity of the latest trendy dress styles and you will find him well versed in the latest useless information. But advance into the areas of technology and one finds either an outdated or a vague response!

The latest paragraph on the possibility of the re-introduction of Newcastle trams appeared in "The Sydney Morning Herald" on 29 March this year. The "trendies" have rediscovered Newcastle East and this region is to be redeveloped as a residential, recreational and garden area in which "provision had been made for the possible introduction of a light tram service from Newcastle Railway Station to Newcastle Beach".

Another scheme which has been little publicised, but which has received a government research grant, is the planned paving of the old tramway and colliery railway routes in the West Wallsend-Wallsend-Shortland-Lambton areas to provide bicycle paths. Such a move, at least, will reserve these considerable lengths of private rights of way for the time when the academics stop talking about transport studies at their many seminars and the practising technicians take over in order to start some form of electric transport along these valuable corridors!

Although the steam worked tramways to West Wallsend and Speers Point were victims in the

depression of the early 1930's, the closure of the electric routes in Newcastle did not commence until 1938. The last full day of operation on the Port Waratah (Steel Works) and Carrington tramways occurred on Saturday 19 November 1938. LP 302 left Carrington at midnight on the last trip while a coupled set left Port Waratah at 12-10am on Sunday morning on the Steel Works change of shift trip. As this coupled set made its way into Newcastle, a single LP car, which had turned back at John St. Maryville, preceded it.

World War II curtailed further bus conversions until 1948, when the Mayfield line closed at the end of regular services for Saturday 25 September. Cars 704 and 274, which had taken place in the official ceremonies for the opening of electrification in December 1923, performed the last trip in the early hours of Sunday morning.

The Wallsend line ceased with the last trip on Saturday 5 November 1949. Coupled set 360 and 388 operated the last regular Saturday evening journey but two further trams operated along that route. LP 316 left Newcastle just after 1-30am on Sunday morning 6 November for Wallsend where it parked overnight for a dawn departure just after 5am for Newcastle. When the steam shed was in use at Wallsend terminus one road was electrified and this electric tram was housed there each evening. When the shed was dismantled in the early 1930's the electric car had to stand all night at the terminus while the crew sat and talked, played cards, or slept as they awaited the 5-03 departure!



LP 147 at Waratah terminus at 1.45 am on Sunday morning 11 June 1950. The huge rocket had been made for the planned visit of King George VI to Australia, which was earlier cancelled due to ill health. The departure of this, the last tram in Newcastle seemed to be a satisfactory substitute event. Unfortunately the rocket hit the overhead wires and was deflected into the adjacent convent where it exploded in a shower of sparks. - B.J.Parle

On the inward trip in LP 316 on 6 November 1949, car 317 was passed at the New Lambton crossover. This latter vehicle was the last to use part of the Wallsend line as it followed 316 back to the city. Car 317 had worked the last all night trip which met the Sydney bound Glen Innes mail train at Broadmeadow for its 5-25am departure.

The last day of operation on the Glebe and Merewether lines occurred on Saturday 25 February 1950 which was also the last occasion on which trams operated to the Newcastle annual Show. LP 327 worked the last Merewether Beach trip in the early hours of Sunday morning, while 265 worked a little later on the final journey to Glebe.

The last Racecourse trips operated on 10 April 1950, while the adjacent Adamstown line worked for the last time on Sunday 16 April, the last tram to operate was 252 in the early hours of Monday morning.

The local weekday peak services to Broadmeadow closed with the Adamstown conversion, leaving the Parnell Place to Waratah tramway to linger on until King's Birthday weekend 1950. The last full day of operation on the Newcastle tramway was Saturday 10 June 1950. LP car 147 ran the last trip in public service. The last through departure from Newcastle was at 12-36am on Sunday June 11th, followed by the last departure from Telford St. for Hamilton Depot at 1-49am.

The last tram to traverse Newcastle streets was LP 197. This car was towed by other trams to Ivy Street per way yard on 9 February 1949 where it was stored with 11 other LP cars made surplus to requirements by the closure of the Mayfield line.

These cars were gradually towed back to Hamilton Depot for scrapping later in 1949 and 197 was noted in Hamilton Depot on 3 June 1950. This tram was sold to the Oriental Hotel at Hawkes Nest but not claimed. On 1 June 1951 two motor lorries towed this tram back to Ivy Street along Tudor Street and Maitland Road tracks to clear Hamilton Depot for conversion to a bus workshop. On this strange journey the tram was derailed twice. The purchaser failed to claim the tram so it was cut up at Ivy Street on 30 April 1954.

Very few signs now remain of the Newcastle tramway network which served that city for 63 years. LP car 327, which was retrieved from a farm near Tamworth by a local group for restoration about 5 years ago, has made little progress along the road to restoration. The Museum of Applied Arts and Sciences in Sydney has hearse cars 27S in their store and hopefully this will again be available for public inspection when the museum moves into its new premises at the former Ultimo tramway depot and powerhouse. The Steam Tram Preservation Society at Parramatta Park has preserved steam trailer 74B which once operated at Newcastle while their steam motor 103A also worked in that city for a period during the first decade of this century. The only electric tramcar from the Newcastle system at present in operating condition is rail grinder number 2. This returned to Sydney in 1951 after the closure and was later purchased by the M&MTB in 1958 where it was renumbered 3. This service car was obtained by the Sydney Tramway Museum at Loftus in 1971 and returned to Sydney from Melbourne.

THE INITIAL EXPANSION OF THE NEWCASTLE TRAMWAYS

THE EXPANSION OF THE 1893-1894 PERIOD

BY K. McCARTHY



Motor 121A at Parnell Place Depot in 1905. Although classified 'A' this motor is still in two man condition in this photo although the newly painted patch around the side number suggests that it had recently been renumbered from 24(N). - K.Magor collection

The account of the construction and opening of the initial tramway service in Newcastle, the route to Plattsburg opened in July 1887, appeared in the February 1977 issue of this magazine. The second part of this history of the N.S.W.G.T. in the Newcastle district deals with the extension of the tramway from the Perkin St. terminus, through the business district to Newcastle Beach and the construction of the first two branch routes to Tighes Hill and Merewether (Glebe).

With the extension of the Newcastle to Maitland railway from Honeysuckle to the more convenient terminal at Watt St. in 1858 much of the riverside land in Newcastle was isolated from ready access.¹ The eventual expansion of railway and wharf facilities prevented Scott Street from being a through traffic artery. Until the 1890's this street only extended eastwards from Newcomen Street. Thus Hunter Street was the sole thoroughfare of favourable grade available for horse drawn traffic

east of Perkin Street, and its narrow width added to the general congestion. As a result, the Newcastle to Wallsend tramway terminated just west of the business district at Perkin St. until a suitable access plan could be drawn up for the essential eastwards extension.

TRAMWAY EXPANSION PLANS OF 1891

During the 1890 plans and surveys were prepared to expand the single track Plattsburg tramway into a system which could better serve the growing Newcastle urban area that now claimed a population of almost 60,000 people. The initial stages of tramway expansion called for branch lines to Merewether (Glebe) leaving the main tramway at Union Street (Melville Rd.) and to Tighes Hill branching at Bank Corner along Hannell Street, Wickham. At the same time the Plattsburg line was to be duplicated from the Newcastle terminus as far as Bank Corner, and the business district served by

an eastern extension beyond Perkin Street.

The duplication works along the existing tramway alone was to be a major project as the single 1887 track followed the undulations of Blane St. (now Hunter St. West). New levels would have to be followed, while the track alignment of the single line placed it near the centre of the roadway and this would have to be slewed to allow the new down and up tracks to be constructed.

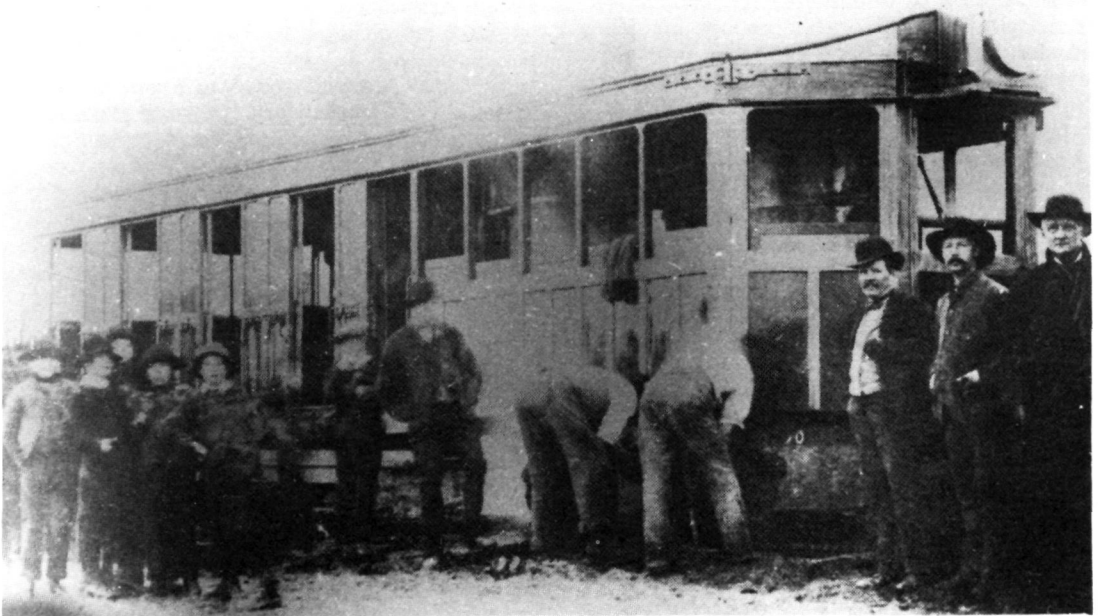
PROBLEMS FACING THE CITY EXTENSION PROJECT

On 1 January 1891² the route of the planned city extension was released as being a double track main line traversing narrow Hunter Street through the business district between Perkin and Newcomen Streets. At this point the up (inwards) track would turn down Newcomen Street to reach Scott Street which would be traversed as far as Newcastle Station. The down (outwards) tram, on leaving the station, was planned to turn into Watt Street, then climb to Hunter Street along which the single track would proceed westwards to Newcomen Street thus joining the inward track to form a balloon loop.

On behalf of Newcastle Council the Town Clerk protested to the Public Works Department about the proposed invasion of the business district by the tramway along the narrow Hunter Street thoroughfare. During February 1891, however, the press reported that three tenders would soon be called; one for the city tramway extension and one each for the branch suburban lines.³ The Newcastle Aldermen would still not reach agreement as to the best location of the eastward extension while the "Newcastle Morning Herald" of 18 February 1891 published a warning about the possible rolling stock that could be expected from Sydney . . .

"It is hoped that care will be taken when sending cars from the metropolis (Sydney). In the selection of motors and cars (it is hoped) that the refuse of Sydney's tramways may not be conveniently shot out of the metropolitan sight into this district. We hope that they do not perpetuate the policy of sending dirty uncomfortable and inconvenient cars to the district".

Late in February 1891 a deputation from the Newcastle Council met the Assistant Railway



One of the cut down single deck combination steam cars which opened the Newcastle tramway in July 1887 and which was available for traffic until 1895 is shown here being feverishly repaired by NSWGT mechanics during the first days of operation of the Newcastle system. The Sydney number 70 can be seen on the front of the bogie unit while steam simmers past the workmen. It is doubtful if the onlookers were of much assistance on this occasion! Details of the difficulties experienced with these tramcars during the first days of operation in Newcastle were outlined in the February 1977 issue of this magazine.

Commissioner to see if a cable tramway could be introduced in Newcastle⁴ This was planned to be a compromise to enable non steam operation along Hunter Street East!

TENDERS CALLED FOR THE TRAMWAY EXTENSIONS

During May 1891 tenders were called for the Tighes Hill and Merewether (Glebe) branch tramways,⁵ the former included the duplication of the Plattsburg tramway from the proposed Union Street Junction to Hannell St. Junction while the latter tender was to include the main line duplication from Perkin Street to Union Street along Blane Street (Hunter Street West). Tenders for the two branch tramways were opened on 11 June. Although seven quotations were received for the Merewether line and five for the Tighes Hill branch,⁶ none were accepted at that stage. According to Public Works Department reports, the tender of Walters and Smith was eventually accepted in December 1891 for the Merewether (Glebe) tramway at £7,324 while Stanley Stokes' tender of £9,238 for the Tighes Hill line was accepted early in 1892.

In July 1891 tenders were called for the construction of the city extension east of Perkin Street.⁷ The original proposal for a balloon loop route along Hunter, Newcomen, Scott and Watt Streets was amended to a double track tramway along Hunter Street and Watt Street to terminate at Newcastle Station in Watt Street outside the customs house. Additional sidings were planned to be laid in the railway yards at the north end of Watt Street.⁸

The council was not in favour of this route and on 6 August 1891 a deputation again awaited the railway commissioner with the proposal that Scott Street be extended westwards from Newcomen Street to join Blane Street at Perkin Street and the eastward tramway extension should follow Scott Street in its entirety thus avoiding the narrow Hunter Street and the busy business area.⁹

The railway commissioner had been in favour earlier, of slewing the railway tracks northwards to enable the Scott Street extension to be constructed. The council, however, had fought this plan as three railway crossings in that region were to be closed and replaced by a single one at Crown Street. The threat of the Hunter Street business area being invaded by the steam juggernauts caused the aldermen to remove their objections to the Railway Department's Scott Street scheme thus clearing the way for the extension of the steam tramway through to the beach.¹⁰

TRAMWAY CONSTRUCTION PROGRESS

Tenders for the original city tramway extension, along Hunter Street and Watt St. to Newcastle

Station, were to be opened on 22 August 1891, but due to the conflicting opinions, the Department of Public Works announced during September 1891 that the tramway extension east of Perkin Street would not be carried out for the time being. A public meeting held during August 1891, however, unanimously approved the Scott Street scheme so the government was forced to initiate the detailed planning for the major civil engineering works associated with the scheme.

When the railway track relocation and the Scott Street extension projects were finalised, Messrs. Walters and Smith were awarded the contract during March 1893 for laying 62 chains of double track between Perkin Street and the Beach at a cost of £8,280.¹¹

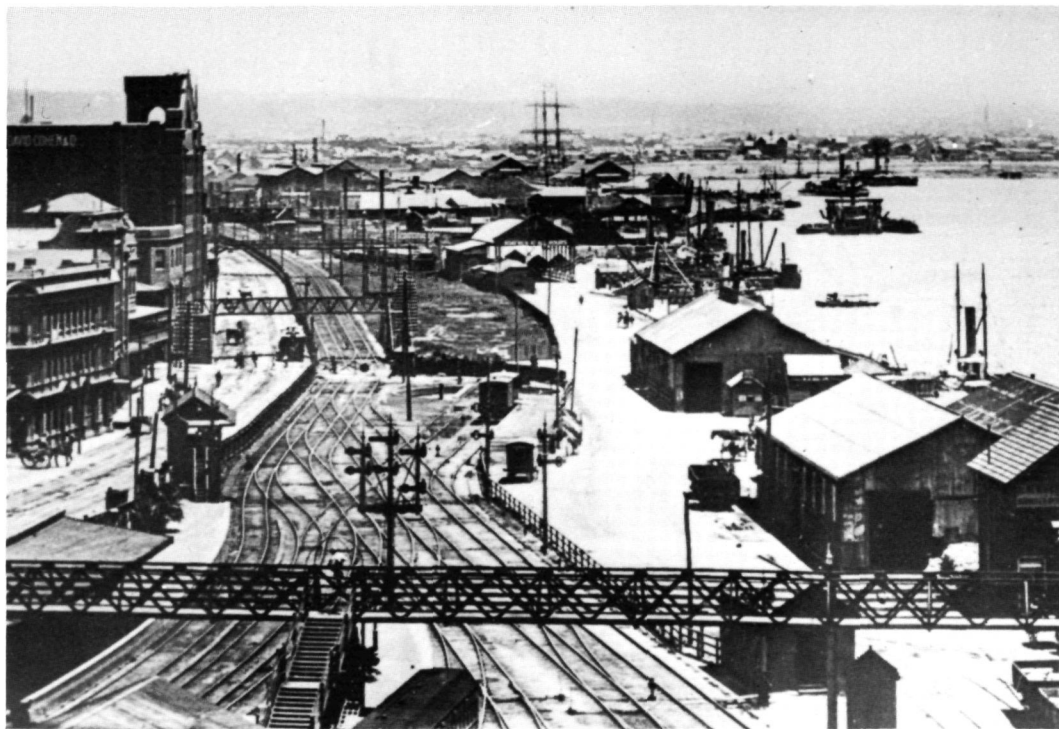
On Tuesday 11 April 1893 worked commenced on the Scott Street track laying and the entire job was expected to take six months, including the excavation of Gaol Hill near Parnell Place, which had to be excavated to a depth of 20 feet to provide a level site for the proposed major tramway depot.¹² By the end of April one set of tracks was in position between Newcomen Street and the Beach while the second parallel lines were being constructed as the water authority relocated the Scott Street water-main.¹³ At this stage the major task of relocating the approach railway tracks to Newcastle Station had not commenced.

By 2 May, however, twenty men were working on the railway deviation and 100 yards of the new railway track were in position. Ten days later only the tram lines adjacent to the railway deviation (between Newcomen and Perkin Streets) remained to be laid while work was well advanced on the excavation at Gaol Hill. The 50 chain railway deviation was completed by 6 June 1893 and the actual connection was made after midnight on Saturday night, 17 June.¹⁴

The original tramway entry into the new portion of Scott Street beyond the Perkin Street terminus was to be made through a reverse curve, but the new plans were prepared allowing direct entry from Crown Street.¹⁵ Pending the approval of this amended project, work on connecting the extension to the existing Plattsburg tramway was delayed until 29 July 1893.

During August 1893 the new section of Scott Street was dedicated for public use and with 30 men employed on track construction and some 20,000 cubic yards of sand and earth already removed from Gaol Hill, a September opening of the tramway seemed possible.¹⁶ This date still seemed to be within reach as late as 23 August when the track between Perkin Street and the Beach was practically complete.

Mr. Stokes commenced work on the Tighes Hill project in June 1892. This contract included the 2



Newcastle station yard looking westwards circa 1910. A steam tram can be seen under the footbridge in Scott Street. During the 1930s the railway tracks were again moved northwards, into the area newly cleared of coal sidings, this time to allow Scott Street to be widened. -

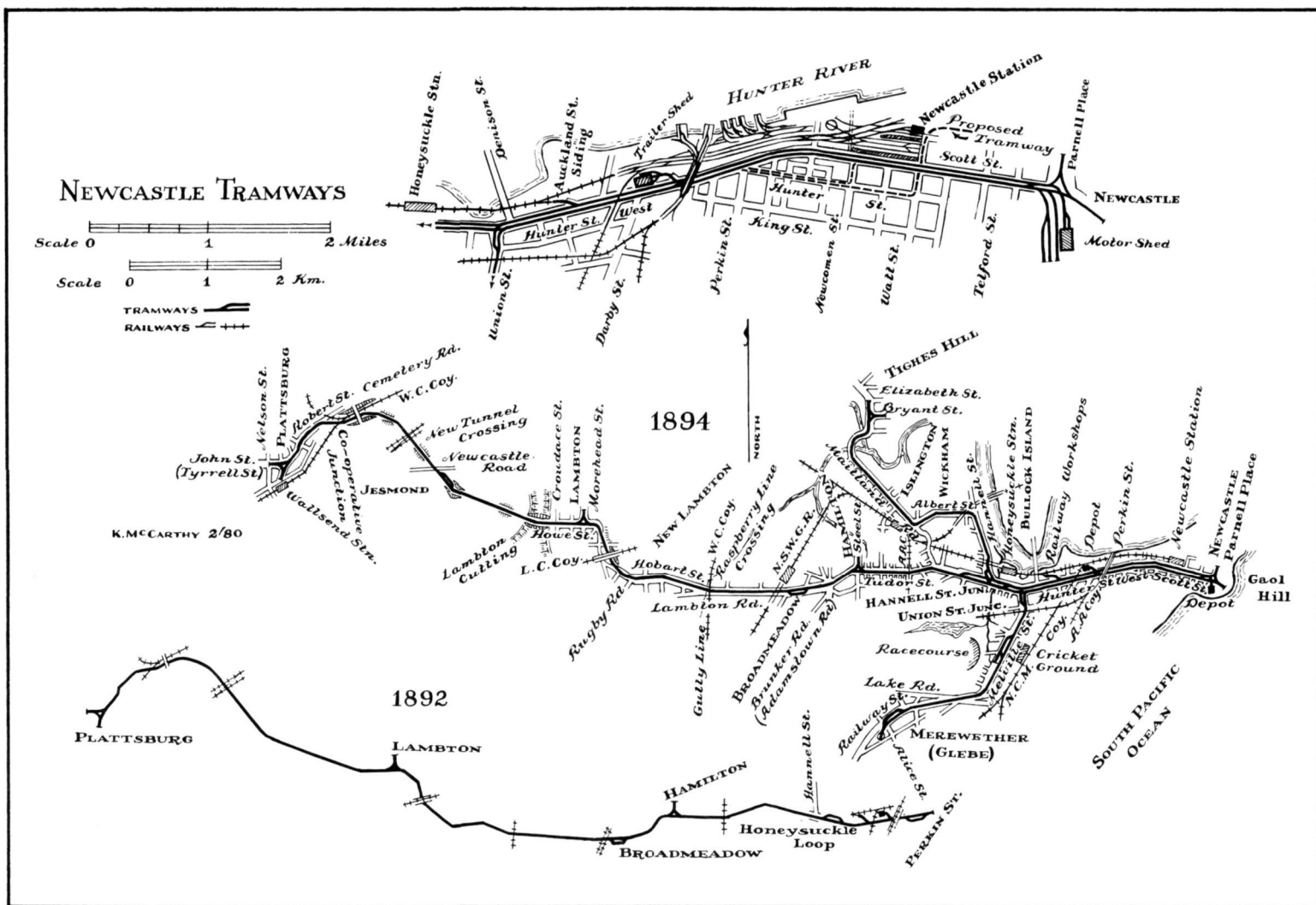
miles 23 chains of single track and the erection of an iron bridge over Tighes Creek. Messrs. Walters and Smith commenced work on the Merewether construction on 9 January 1892. By August 1893 the Tighes Hill tramway was expected to be ready by the following month, but three chains of the 2 miles 28 chains Merewether (Glebe) track remained to be constructed at the Cottage Creek swamp in Melville Street. (In the vicinity of the present Union Street and Parkway Avenue intersection.)¹⁷ On 19 October tenders were opened for the construction of the new motor shed near the Beach terminus.¹⁸ Seventeen submissions were received and this initial small shed became the nucleus of the eventual 15 road galvanised iron edifice which graced the Gaol Hill for the next 35 years. Mr. C. McClure won the motor shed contract at £659 and he completed this by the end of 1893.

By 15 November the shed construction was progressing at a satisfactory rate, while some of the terminal sidings and the Scott Street track had reached a stage where they could be used, but the connection with the existing tramway at Perkin Street had not at that stage been completed. The swamp on the Merewether (Glebe) branch tram-

way continued to give the contractors trouble but a Christmas 1893 opening date now seemed possible. At this stage the Plattsburg trams were terminating under the A.A. Coy. railway bridge at Perkin Street, the shunting being carried out in the adjacent depot yard.¹⁹ This enabled the old terminal tracks to be slewed to the north to give a smooth alignment connection with the new Scott Street rails. The Plattsburg trams returned to the Perkin Street terminus on the new connection on 30 November 1893.

TRAMWAY OPERATION TO NEWCASTLE BEACH

The 62 chain city extension between Perkin Street and Newcastle Beach was handed to the Tramway Department on Friday 22 December 1893 after the completion of successful test runs using a steam motor hauling six trailer cars.²⁰ Although the motor shed at Parnell Place was not yet completed, enough of the planned five shunting roads and the two lines into the motor shed were available to enable the Plattsburg service to be extended to the Beach on the public holidays of 26 December 1893 and 1 January 1894 when a half



hour service was operated through the city on both days.

On 23 December 1893 the operation of the Newcastle tramways passed from the Railway Department to the N.S.W. Government Tramways. This is the official date given for the opening of the Newcastle Beach extension, but local press reports reveal that regular operation to the Beach did not commence until 2 January 1894. A timetable for the Plattsburg line issued to commence on 1st August 1892, but held over until October of that year, was designed for the Beach extension even though trams continued to terminate at Perkin Street for the next 14 months, for 20 minutes were allowed for shunting at the Newcastle end of each trip.

By this stage an hourly service was maintained to Plattsburg on weekdays with a short working in between each Plattsburg trip operating as far as the Hamilton triangle situated at Steel Street, making a total of 31 daily trips requiring three trams in steam. At this juncture a run around terminal loop was situated at Perkin Street, the turntable to reverse the combination steam cars stood in the adjacent depot yard. Passing loops were situated at Honeysuckle (Bank Corner) and Broadmeadow, while turn back triangles stood at Steel St. Hamilton, Morehead St. Lambton and at Plattsburg terminus.

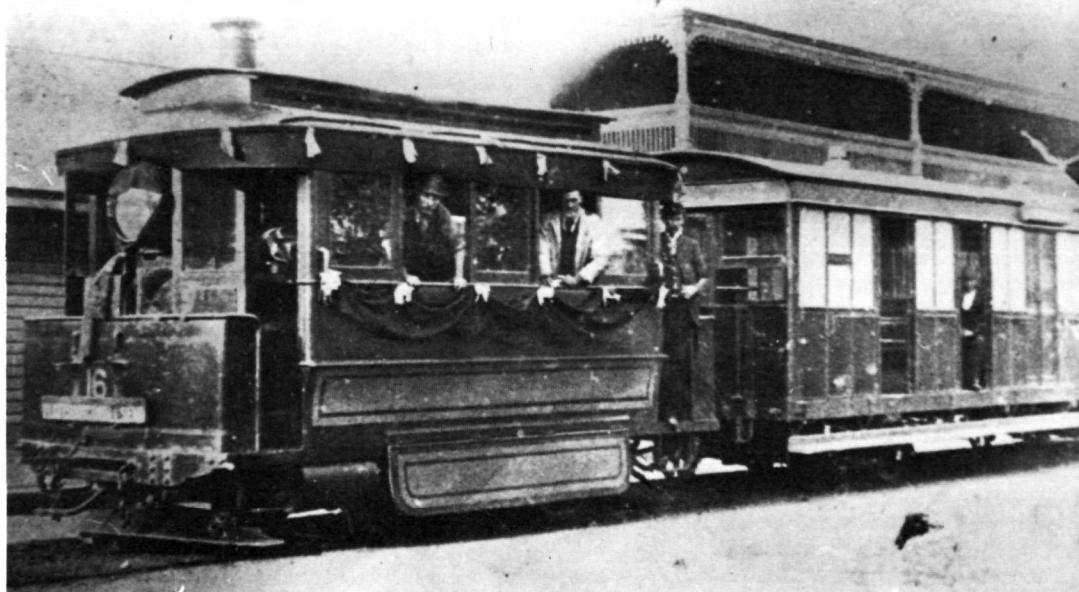
The Sunday service of 1892 provided 11 departures, all operating through to Plattsburg, with two trams in steam passing at Broadmeadow loop.

FARE STRUCTURE

The Plattsburg to Newcastle fare in 1887 amounted to 9d. for pre-purchased tickets or 1/- for cash tendered on the tram.²¹ By 1892 the fares had been adjusted to 7d. for the entire trip to Plattsburg, the intermediate sections being Newcastle to Adamstown Rd. = 2d., Steel St. Hamilton to Lambton = 2d., Lambton to Jesmond = 1d., Jesmond to Plattsburg = 2d. A month after the opening of the Beach extension a special fare of 1d. was introduced between the A.A. Company bridge at Perkin St. and Parnell Place from 1 February 1894.²² During periods when the one section fare fell to 1d. this city journey did not carry a concession. Prior to the first World War II fare rise on 1 July 1947, when a one section journey cost 2d., the Perkin St. to Newcastle Beach concession for adults was 1d. After July 1947, when a one section ride cost 3d. the city fare was only 2d. This remained until the closure of the Newcastle tramways in June 1950.

THE TIGHE HILL AND MEREWETHER BRANCH TRAMWAYS

In spite of predictions, the Tighes Hill and



Motor 16(N) attached to one of the early C1 trailers at Plattsburg terminus. The motor was decorated to mark the death of Queen Victoria during January 1901. This motor was originally Sydney 48 and latter carried number 116A in the unified roster. - K.Magor collection



Motor 9(N) entering Hunter Street from Scott Street. This is the site of the original Perkin Street terminus. Circa 1900

Merewether (Glebe) branch lines were not opened at the time of the Newcastle Beach extension. A number of factors caused delays in this matter. The motor and car sheds, together with some sidings, were not completed in time at Parnell Place,²³ the track foundations at Cottage Creek swamp on the Merewether tramway caused unforeseen construction difficulties and a temporary wooden bridge across Throsby Creek had to be built before the Tighes Hill terminus could be reached by the construction drays.

Wickam Council anticipated a delay in the opening of the Tighes Hill line as early as November 1892 when they requested the Railway Commissioner to sanction a temporary terminus on the Newcastle side of the bridge site.²⁴ This request was refused due to the expense entailed in providing the reversing triangle and fuel stage at this temporary location. At this time the Railway Department felt that the duplication and raising of track levels in Blane Street (Hunter St. West) between Perkin and Hannell Streets would be the limiting factor to an early opening.

By April 1893 the two branch tramways²⁵ were nearing completion. The second track to form the duplication between the A.A. Coy. Bridge at Perkin Street and Hannell Street was complete and traffic was about to be diverted onto this new track to

enable the original single main line to be relaid with new levels and clearances to form the new "down" track. The iron bridge at Tighes Hill, which had prevented an earlier completion of that route, was being assembled at that time but the Cottage Creek swamp was providing problems on the Merewether line in providing a suitable track foundation.

During June 1893, when work was initiated on the railway track deviation for the Scott Street extension, Union Street junction was about to be constructed perhaps indicating that the Blane Street (Hunter St. West) duplication had been completed to that location.²⁶

During the second half of 1893 tramway news in the local press concentrated on the City extension, but a letter published in "The Newcastle Morning Herald" on 27 March 1894 protested that although tests had been undertaken during January, the suggested opening date of Anniversary (Australia) Day January 26 1894 had passed without the event taking place while the suggested Easter opening of the branch tramways also did not eventuate. Criticism concerning the failure to open the Tighes Hill and Merewether (Glebe) lines was voiced during the visit of the Railway Commissioner to Newcastle on January 19 1894 without drawing a reason or response.

The Beach extension along Scott Street was a

great aid to local travellers. Takings on the Plattsburg tramway for 1 January 1893 were £103-13s-0d while on the same holiday in 1894 these had risen by £15-17s-6d to £119-10s-6d, this being due to the additional patronage between the City and the Beach terminus.²⁷ During January 1894, however, Parnell Place terminus was still in a rough state with sand and coarse ballast between the tracks and no attempt had yet been made to erect a waiting shed.²⁸ Mr. C. Baker's quotation of £278 was successful for the construction of the coal stage, waiting room and offices, but he had been unable to complete this work by the close of 1893. By April the scene had changed and the press was protesting about the Public Works Department transfer of the old lamp and oil shed, which had stood for years in the Hunter Street West yard, to the new terminus where it looked unsightly with the "fine lot of new carriage and engine sheds".²⁹

OPENING OF THE TIGHES HILL AND MEREWETHER TRAMWAYS

The iron bridge at Tighes Hill was opened to road traffic in October 1893 and although the Tighes Hill and the Merewether lines were both ready for traffic at the end of 1893, the incomplete nature of the terminal accommodation at Parnell Place prevented their early opening.

On Monday 9 April 1894 a motor and car traversed the line from Parnell Place to Merewether (Glebe) without mishap carrying the Mayors of Newcastle and Merewether Municipalities.³⁰ On Friday 13 April the trial was repeated with Messrs. Fraser (Engineer for Line Construction) and Nichols (Local Engineer for Railways). On the conclusion of the trip Mr. Fraser took over the Tighes Hill and Merewether tramways from the Tramway Construction Branch of the Public Works Department on behalf of the Railway and Tramway Department.

Both lines were opened for traffic on Thursday morning 19 April amid protests of the fare structure.³¹ The through fare to Merewether (Glebe) was 3d. but the sections were so planned that the last fare stage started in the Cottage Creek Swamp meaning that the populated area, which commenced at The Junction, just beyond the swamp, fell within the maximum fare stage.

The Tighes Hill line was divided into two 2d. sections with the first section ending at Bishopsgate Street near the Hannell Street railway crossing just short of the populated area of Wickham. The through fare from Newcastle to the area beyond Bishopsgate Street was 4d. The Council requested that three 1d. sections be established along the line; the first section to end at Cottage Creek (Bank



Motor 10(N) hauling a 70 seat C2 trailer and a 50 seat C1 trailer in Hunter Street West bound for Broadmeadow circa 1900. This motor was originally Sydney 28 and retained the number 10A in the unified roster.

Corner), the second at Beaumont Street, Islington, and the third at Tighes Hill terminus.

The final cost of the Merewether (Glebe) tramway amounted to £15,464 and the Tighes Hill branch was £18,787. Both figures included rolling stock costs, while £2,100 was contributed by the Roads and Bridges Department for the combined road and tramway bridge at Tighes Hill.

The initial service frequencies on the branch tramways were:-

Weekdays

Parnell Place to Merewether (Glebe):- 6-20am, every 30 mins. to 10-20pm.

Merewether to Parnell Place:- 6-51am, every 30 mins. to 10-51pm.

Parnell Place to Wickham & Tighes Hill:- 6-10am, 7-10am, every 30 mins. to 10-40pm.

Tighes Hill to Parnell Place:- 6-38am, 7-38am, every 30 mins. to 10-40pm.

By this stage the duplicated main line extended from Parnell Place to just beyond Bank Corner (to near Stewart Ave. on the Plattsburg line and to the main railway crossing on the Tighes Hill route). Crossovers were located at Zarra Street Parnell Place, under the A.A. Coy. Bridge at Perkin St., and on the city side of the Hannell Street Junction. The city duplication also continued for a short distance along the Merewether line beyond Union Street Junction. Reversing triangles stood at Parnell Place, Tighes Hill, Steel St. Hamilton,

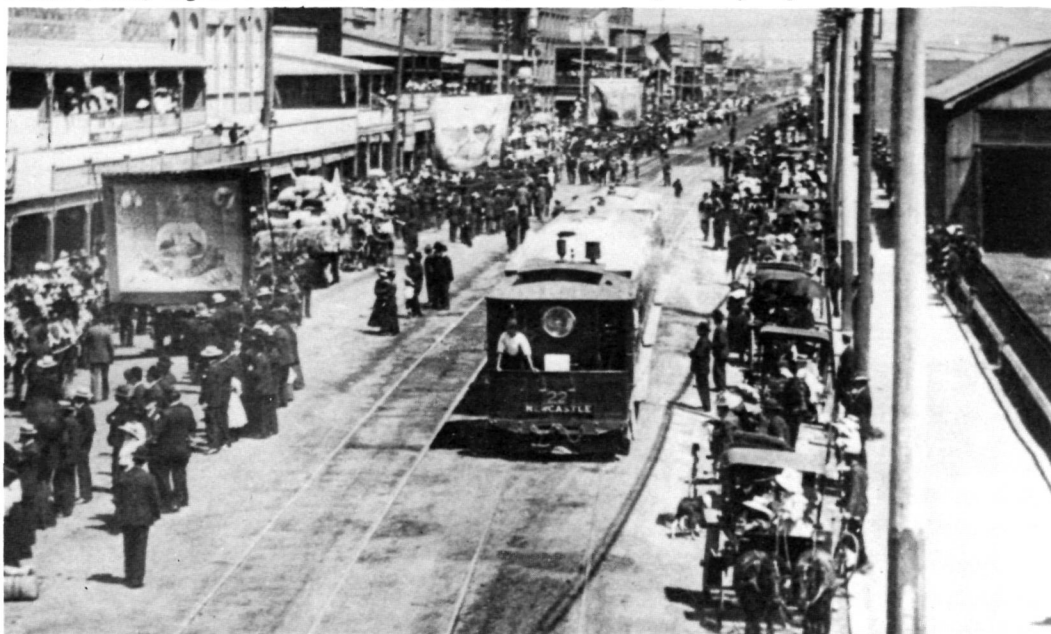
Lambton and Plattsburg to reverse the single ended steam combination tramcars while passing loops were situated at Broadmeadow, Newcastle Rd. crossing Jesmond, Melville St. Merewether (The Junction). The Merewether (Glebe) terminus was provided with a runaround loop as well as a turntable beyond the loop on a small triangle of park ground. This turntable had been transferred from the Perkin Street depot yard and it is possible that it was used in the Bridge Street Yard terminal in Sydney prior to 1887.

By this stage the original single ended steam combination cars were only pressed into occasional service, their last principle duties being off peak operation to Merewether.

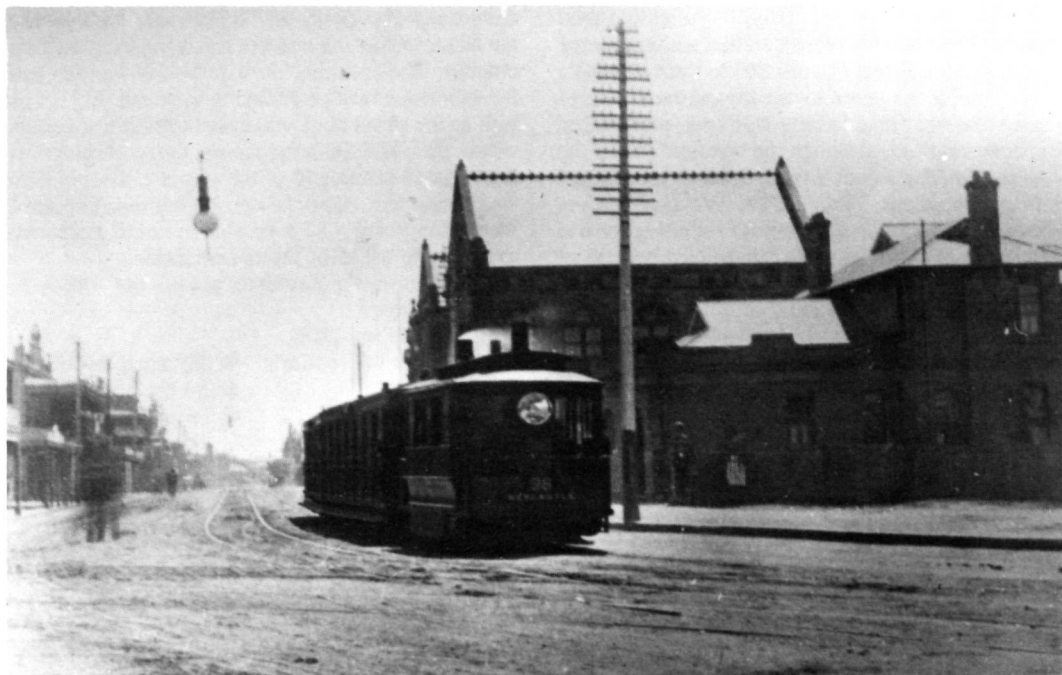
HEARSE SERVICE

An unusual service was introduced on the Newcastle tramways during 1896. This was the inauguration of the tramway hearse service. A funeral collection service was provided on the railways at Sydney and Newcastle. Coffins were delivered to the Regent Street (Sydney) and Honeysuckle Mortuary platforms in time for the departure of regular funeral trains, which conducted the caskets and mourners to Rookwood and Sandgate Cemeteries respectively. Funeral parties were also collected from intermediate stations and the service was also extended to the Illawarra line and Woronora Cemetery at Sutherland.

A 2-31pm daily departure was worked from



Motor 22(N) in Hunter Street West passing the original Perkin Street tram depot circa 1903. This motor was originally Sydney 44 and retained the number 22A in the unified roster.



Motor 98 steaming towards Newcastle along Hunter Street West at Union Street junction circa 1903.

Wallsend railway station by a government train for funeral needs, but this was withdrawn during July 1896. A four wheel hearse trailer, later numbered 27S, was provided to enable the Plattsburg tramway to provide suitable funeral accommodation.³²

This arrangement was satisfactory in that mourners and caskets could be transferred to the regular train at Honeysuckle, but funeral parties were now faced with a 2/2d (22c) return fare from Wallsend to Sandgate compared with the former direct railway rate of 1/- (10c). In answer to a deputation by the Mayors of Wallsend and Plattsburg (Aldermen Drummond and Cook) on 5 August 1896, the Railway Commissioner would not agree to reintroduce the Wallsend funeral train, but promised to issue special tramway funeral rates. The bereaved were able to make the joint tramway-railway journey from Wallsend to Sandgate for 1/- (10c) return while the timetable was altered to enable funeral parties to return to Wallsend and Plattsburg by 5pm each evening instead of 6pm.

PLATTSBURG TERMINUS

The unpopular, self contained steam cars which had opened the Newcastle Tramways in 1887 were withdrawn from service during 1896 but the reversing triangle sidings remained until local track reconstruction caused their removal or the in-

creased number of trailers being used on motor hauled trams grew beyond the shunting capacity of these terminals.

The Plattsburg triangle was still in use during 1900.³³ In November of that year the local councils of Wallsend and Plattsburg Municipalities complained about a dangerous shunting practice which was being followed at times of heavy traffic at the Plattsburg terminus. The reversing triangle was sited at the bottom of a 1 in 30 hill at the southern end of Cemetery Rd. (Robert St.) with the engine siding of the triangle at the gas works in Low St. and the terminal spur in John St. (Tyrrell St.) at the Nelson Street corner. (See map in "TW" February 1977). The triangle could accommodate a maximum of one motor with two trailers, so at periods of heavy traffic the motor would have to be uncoupled from the train on the hill and move into the Low Street triangle road to reach the water stand pipe at the gas works. The conductor would then control the trailers by hand brake as they gravitated down the hill into the John St. (Tyrrell St.) terminus. The motor would next move from Low Street into the terminus road to be on the Newcastle end of the trailers.

This shunting technique was particularly dangerous as it was performed at busy periods when the trailers were usually crowded, while the terminus area would be packed with horse buses

and cabs touting business from the alighting passengers. The councils suggested that a double track be laid in John Street (Tyrell St.) to form a passing loop to enable the motor to run around the trailers in a safer manner. This facility was soon provided at this busy location, although the terminal end of the loop consisted of a double track dead end connected with a crossover. The 1908 Working orders directed that all trams arriving at Plattsburg were to terminate on the loop. After the motor had taken water and shunted around the trailers, the tram had to be backed to the dead end at the waiting room. (On the down dead end.) The tram had to depart through the crossover and along the up road of the run around loop.

FARE SYSTEMS

Politicians and leading public servants of that era were similar to their counterparts of today; they were apt at making popular promises to deputations, but in those far off days the promises were usually carried out! On 6 August 1896, Railway Commissioner Eddy and his Deputy Commissioner Fehon visited Newcastle. One deputation requested the reintroduction of the 1d. workmen's fares on the Merewether (Glebe) line which had been recently raised to 2d. The Commissioner granted this request on morning trams only.³⁴

From July 1 1896 the cash fare system was introduced on the Newcastle Tramways. As mentioned earlier, a pre-payment system had been in use since 1887 under which a passenger tendering cash to the conductor on the tram was charged a higher fare rate.³⁵ Under this pre-payment system "Tickets" or cash vouchers could be purchased at tramway offices, general stores and newsagents and these would be given to the conductor by the passenger as each section was reached on the journey. The conductor cancelled these vouchers by punching them with a small "Bell Punch" machine which tallied up a progressive total.

The system was designed to keep the amount of cash handled by conductors to a minimum. Under the new cash fare system all transactions by the general public with the conductor would be in cash and a single flimsy ticket would be issued as a receipt for the value of the fare. Only one ticket would be now issued for a journey of any length. This system had been introduced on the King Street cable tramway in Sydney and on the North Sydney electric and cable lines at the start of 1896.

Old conductors familiar with the "bell register" period once reminisced about "one ping for the Department and two pings for me" . . . It was a simple matter for a conductor on the footboard to reach across a crowded compartment and receive several fares in cash or by pre paid ticket then ring up a deficient amount, while others learnt the

techniques of pressing the "bell punch" lever just so far down to ring the bell but not to register the fare counter. The checking clerk at the depot office had the laborious task of checking the cash takings as well as the small punched pieces from the vouchers within the punch housing against the total shown on the register at the end of the day if a discrepancy was suspected . . . So the new flimsy ticket system, where the ticket was a receipt for cash tendered, avoided the tricks of the old method.

The Newcastle Archives reveal the following fare structures:-

17th December 1894

1st, 2nd and 4th sections	● 2d each by ticket, ● 3d by cash.
3rd section	● 1d by pre paid ticket, 2d cash.
Perkin St. to Beach	● 1d by pre paid ticket, 2d cash.

1st July 1896

1st, 2nd and 4th sections	● 2d each by cash.
3rd section	● 1d by cash.
Perkin St. to Beach	● 1d by cash.

7th November 1896

Through adult fare from Newcastle to Plattsburg reduced from 7d to 6d.

A selection of preserved Newcastle tickets dated 6 April 1897 show the following denominations:-

Plattsburg Lines:-	
Through journey	6d
Steel St. and Plattsburg	5d
Parnell Place and Croudace St.	4d
Steel St. and Croudace St.	2d
Jesmond Road and Plattsburg	2d
Newcastle Lines:-	
One Penny Fare	1d
First Section or Child	2d
Through Merewether or Tighes Hill Line or Child Parnell Place to Plattsburg	3d

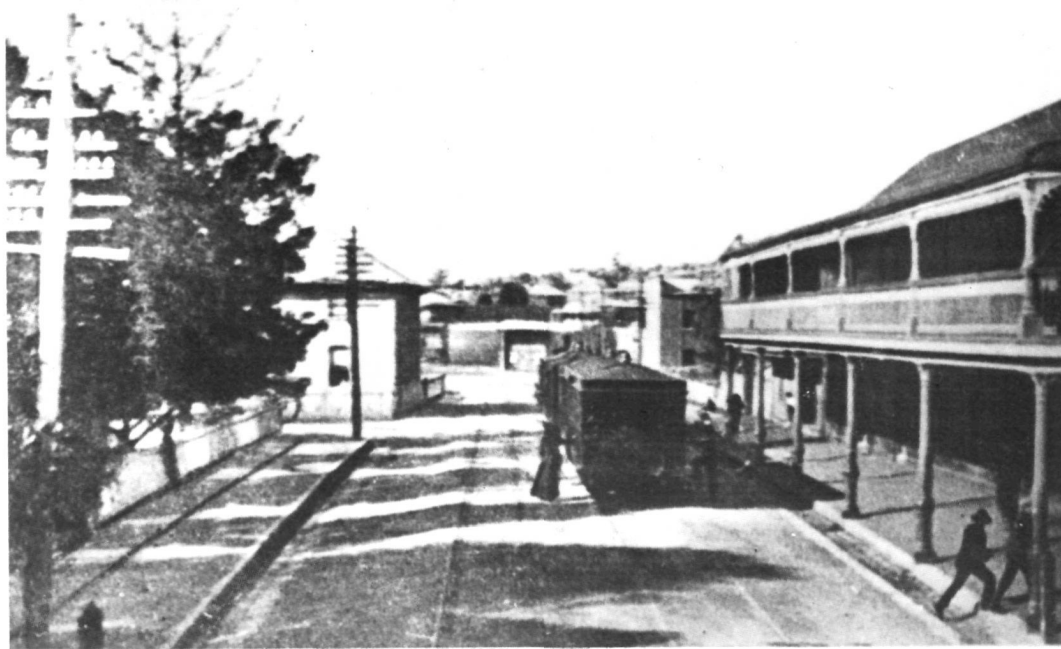
SERVICE MODIFICATIONS

Concurrent with the introduction of the new fare system on 1 July 1896 two major changes took place in Newcastle tramway operations. The local service to Steel St. Hamilton, which was sandwiched between the long Plattsburg line departures, was extended to a new passing loop outside the Premier Hotel at Adamstown Rd. Broadmeadow (which was later to be known as Adamstown Junction), while the last trams leaving Newcastle on Sunday evenings were altered to depart on the Plattsburg, Tighes Hill and Merewether (Glebe) routes after the arrival of the last train from Sydney.³⁵

This new passing loop at Adamsown Road was completed in time for this new timetable and replaced the earlier loop situated at Broadmeadow Station near the Sydney line crossing. The



Motor 49A in Melville Street (later Union Street) at Hunter Street on the up track of the Glebe line circa 1906.



Plattsburg terminus between 1901 and 1910. With the opening of the West Wallsend extension in 1910 trams terminating at Wallsend & Plattsburg proceeded beyond this terminus for a further quarter mile to the new Wallsend Depot. - K. Magor collection

promised waiting shed at the new loop was still being requested as late as August.

RECORD TRAFFIC DAYS

In those days, when personal private transport was available to none but the rich, the public transport facilities were often hard pressed to cater for the traffic offering on summer public holidays, days of major sporting events and on occasions of major commemorations when crowds spontaneously gathered at some central point.

On the evening of Saturday 19 May 1900, crowds gathered at Newcastle Beach Hill for spontaneous celebrations for the "Relief of Mafeking".³⁶ Mr. W. Murray, the local tramway superintendent, rushed all 28 trailer cars into use behind the 8 available steam motors. These provided 4 trams using a total of 16 trailers on the Plattsburg line, 2 motors with six trailers to Merewether and 2 motors with six trailers on the Tighes Hill route. At the conclusion of the celebrations the crowds rushed the first available trams. A total of 20,487 passengers were handled successfully on that day.

This did not reach the record of 23,288 of New Years Day 1900, but it was still a considerable volume when one considers that on Mafeking day

the bulk of the trips were made between 5pm and midnight. On that occasion 11,704 were carried on the Plattsburg line yielding £126-17s-2d (\$235.71); 4,270 on the Tighes Hill route amounted to £32-0s-10d (\$64.08) and 5,142 to Merewether returned £38-2s-9d (\$76.27).

Other records proudly claimed by the tramway authorities to that date were:-

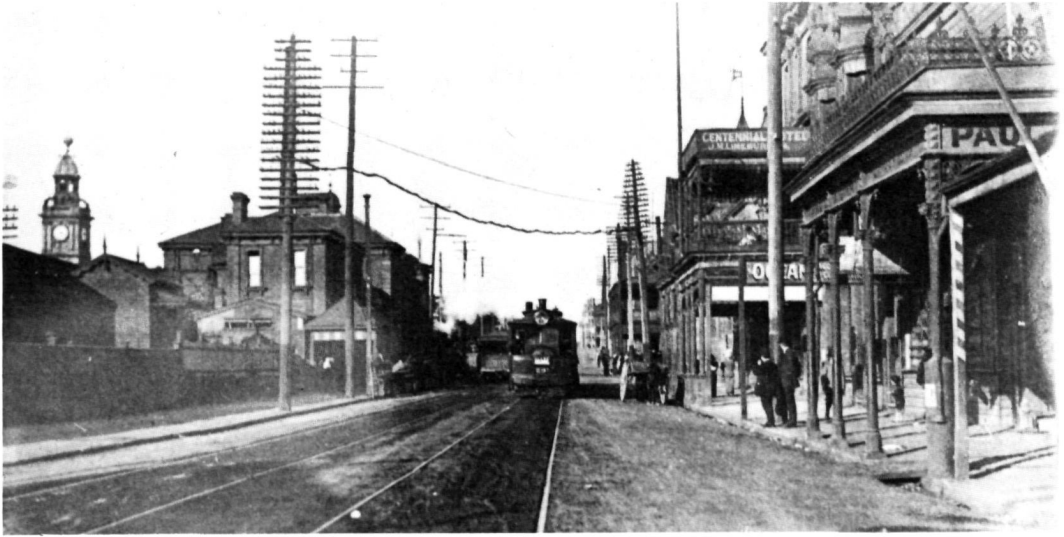
- a. Record reign of Queen Victoria. 21 June 1897. 15,361 passengers, £174-4s-0 (\$348.40)
- b. Centenary of Newcastle. 16 Sept. 1897. 17,401 passengers, £197-13s-5d (\$395.34)
- c. S.S. Medic in port. 8 Oct. 1899. 11,270 passengers, £119-2s-9d (\$238.27)
- d. Contingent departure for South Africa. 13 Nov. 1899. 16,696 passengers, £171-6s-11d (\$342.69)

CONDUCTORS BONDS

On these busy occasions concern was expressed in the press of conductors carrying such large amounts of money towards the end of each shift. All conductors were under bond for £150 (\$300) which was a considerable amount at that time when the daily work rate for conductors was 6/6d (65c) yielding an average weekly wage of approximately £2 (\$4 pw).



Motor 51A hauling two cars towards Newcastle Beach in Scott Street outside Newcastle railway station circa 1906. The Hotel George stands at the left on the corner of Watt and Scott Streets.



Motor 119A heading westwards in Scott Street for Glebe circa 1915.

NEWCASTLE ROLLING STOCK 1887 TO 1898

Year end =	12/87	12/88	6/89	6/90	6/91	6/92	6/93	6/94	6/95	6/96	6/97	6/98
Comb. car engines												
70 = 1N	X	X	X	X	X	X	X	X	X			
71 = 2N	X	X	X	X	X	X	X	X	X			
72 = 3N	X	X	X	X	X	X	X	X	X			
73 = 4N	X	X	X	X	X	X	X	X	X			
74 = 5N	X	X	X	X	X	X	X	X	X			
75 = 6N	X	X	X	X	X	X	X	X	X			
Standard motors												
76 = 7N	X	X	X	X	X	X	X	X	X	X	X	X
97 = 8N	X	X	X	X	X	X	X	X	X	X	X	X
27 = 9N					X	X	X	X	X	X	X	X
28 = 10N					X	X	X	X	X	X	X	X
30 = 11N					X	X	X	X	X	X	X	X
31 = 12N						X	X	X	X	X	X	X
32 = 13N								X	X	X	X	X
29 = 14N								X	X	X	X	X
33 = 15N								X	X	X	X	X
48 = 16N								X	X	X	X	X
53 = 17N								X	X	X	X	X
52 = 5N (2nd)										X	X	X
56 = 6N (2nd)										X	X	X
Comb. car units												
100 = 1N	X	X	X	X	X	X	X	X	X			
101 = 2N	X	X	X	X	X	X	X	X	X			
102 = 3N	X	X	X	X	X	X	X	X	X			
103 = 4N	X	X	X	X	X	X	X	X	X			
104 = 5N	X	X	X	X	X	X	X	X	X			
105 = 6N	X	X	X	X	X	X	X	X	X			
106 = 7N	X	X	X	X	X	X	X	X	X	X		

TROLLEY WIRE

JUNE, 1980

Trail cars

C1 type

108 = 8N	X	X	X	X	X	X	X	X	X	X		
109 = 9N	X	X	X	X	X	X	X	X	X	X	X	X
110 = 10N	X	X	X	X	X	X	X	X	X	X	X	X
111 = 11N	X	X	X	X	X	X	X	X	X	X	X	X
112 = 12N	X	X	X	X	X	X	X	X	X	X	X	X
113 = 13N	X	X	X	X	X	X	X	X	X	X	X	X
114 = 14N			X	X	X	X	X	X	X	X	X	X
115 = 15N			X	X	X	X	X	X	X	X	X	X
116 = 16N			X	X	X	X	X	X	X	X	X	X
118 = 17N			X	X	X	X	X	X	X	X	X	X
125 = 18N			X	X	X	X	X	X	X	X	X	X
127 = 19N						X	X	X	X	X	X	X
128 = 20N						X	X	X	X	X	X	X

Trail cars

C2 type

21N = 21+							X	X	X	X	X	X
22N = (2nd) 44+							X	X	X	X	X	X
23N = (2nd) 23+							X	X	X	X	X	X
24N = (2nd) 45+							X	X	X	X	X	X
25N = (2nd) 25+								X	X	X	X	X
26N = (2nd) 36+								X	X	X	X	X
27N = 38+								X	X	X	X	X
28N = 40+								X	X	X	X	X
29N = 29+								X	X	X	X	X
30N = 30+								X	X	X	X	X
1N (2nd) = 41 (2nd)+										X	X	X
195 = 3N (2nd) = 3+										X	X	X
193 = 5N (2nd) = 5+										X	X	X
7N (2nd) = 29 (2nd) +											X	X
3IN = 31+											X	X
32N = 32+											X	X

Ballast trailers

6	X	X	X	X	X	X	X	X	X	X	X	X
7	X	X	X	X	X	X	X	X	X	X	X	X

Hearse Trailer

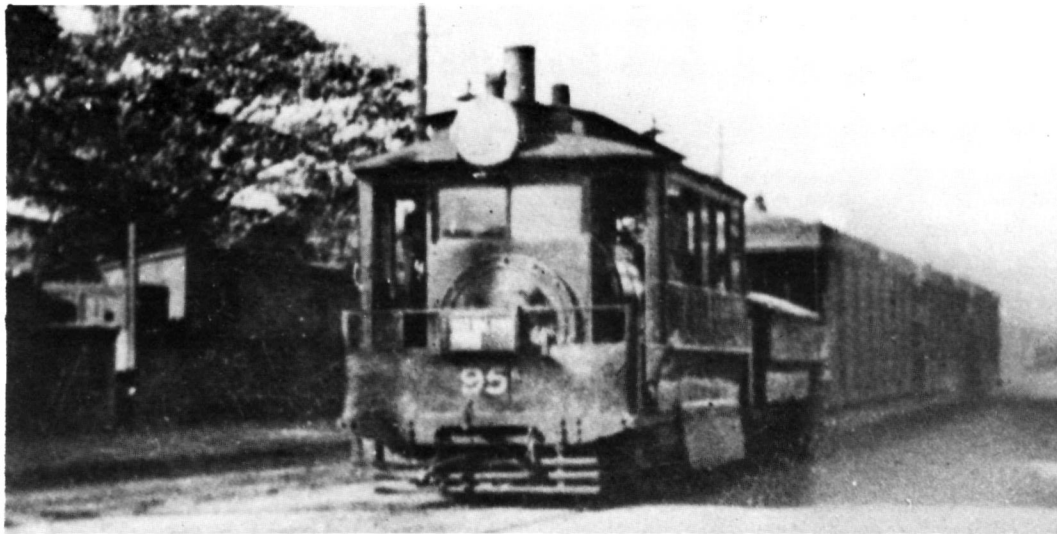
later 27S										X	X	X
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Totals

Comb. car engines	6	6	6	6	6	6	6	6	6	0	0	0
Standard Motors	2	2	2	2	5	7	7	11	11	13	13	13
Comb. car units	7	7	7	7	7	7	7	7	7	1	0	0
Trail cars	6	6	11	11	11	13	13	13	13	13	12	12
C1 type												
Trail cars	0	0	0	0	0	0	4	10	10	13	16	16
C2 type												
Ballast trail	2	2	2	2	2	2	2	2	2	2	2	2
Hearse trail	0	0	0	0	0	0	0	0	0	1	1	1
Total =	23	23	28	28	31	35	39	49	49	43	44	44

Note + = later number carried after 1905.

After 1898 the Annual Reports discontinued listing separate rolling stock figures for the various isolated NSWGT systems. After that date one must rely on chance newspaper references and occasional tallies in the archives.



Motor 95A hauling the bear car and three passenger trailers on the West Wallsend extension. This steam motor worked on the Newcastle system between 1912 and 1927. / W.Lane collection

The writer acknowledges the assistance given by K. Magor, V. Solomons, R. Willson, Rev. C. Thomas and J. Cuddy in the preparation of this article.

The next article dealing with the history of the Newcastle Tramways will cover the construction of the Adamstown and Mayfield extensions as well as proposals of that period. One such proposal concerned a tramway from Stockton to Salt Ash on Port Stephens. From that terminus small steamers were planned to sail down Tilligerry Creek, across Port Stephens, along Myall River to the vicinity of Bungwahl. A portage tramway was planned to link MYall and Smith's Lake and after a further boat voyage northwards a further tramway journey would link Smith's Lake with Wallis Lake. The next steamer link in the northwards progress was to be across Wallis Lake to Tuncurry from where the final tramway connection would operate northwards to Tinonee on the Manning River, one hundred miles from Stockton!

The tramway from Stockton to Salt Ash was actually surveyed, while the remains of the portage tramway (4'8½" gauge) can still be seen on the southern shore of Smith's Lake!

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3. Ibid. 18-2-1891 p5
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9. Ibid. 7-8-1891 p5
10. Ibid. 8-8-1891 p4; 10-8-1891 p4; 11-8-1891 p7
11. Ibid. 2-12-1891 p4
12. Ibid. 12-4-1893 p4
13. Ibid. 26-4-1893 p8
14. Ibid. 2-5-1893 p8; 13-5-1893 p5; 6-6-1893 p5; 19-6-1893 p5
15. Ibid. 19-7-1893 p5
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21. Newcastle Tramway Archives - Railway Archives Office.
22. N.M.H. 20-1-1894 p5
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24. Sydney Morning Herald. 30-11-1892 p7
25. N.M.H. 20-4-1893 p5
26. Ibid. 15-6-1893 p4
27. Ibid. 3-1-1894 p5
28. Ibid. 11-4-1894 p8
29. Ibid. 11-4-1894 p8
30. Ibid. 16-4-1894 p4
31. Ibid. 19-4-1894 p1
32. Ibid. 6-8-1896 p5
33. Ibid. 12-11-1900 p6
34. Ibid. 7-8-1896 p5
35. Ibid. 27-6-1896 p4
36. Ibid. 22-5-1900 p5

THE SYDNEY SCENE

Transport News from the Sydney Region

RAILWAYS

ROYAL TRAIN: During a brief visit to Sydney on Tuesday 27 May 1980 the Queen and Prince Phillip travelled from Bankstown to Martin Place by train. In place of loco hauled air conditioned stock used on previous occasions, two four car double deck suburban sets were used, one for the pilot and the other to convey the Royal Party. The pilot comprised 3059-4131-4133-3053 and carried set number R2. The second train, R1, comprised 3061-4151-4150-3060 with the seating on the top deck of 4150 altered for the Royal Party. The set plates were light blue with yellow lettering surmounted by a crown. These two subsequently became S76 and S77.

Departure was 22 minutes late, with the pilot leaving at 12.27, five minutes in front of the Royal Train which was followed by diesel loco 7320. Locos were to stand pilot at Delec and Eveleigh depots, but due to the latter being strike bound, 7320 was commanded from shunting at Flemington and stood in the loop at Bankstown before following the Royal Train. It did not go onto the ESR but ran into Eveleigh and also became strike bound. The electric trains were provided by Punchbowl depot.

WATERFALL: After being postponed at the last minute due to track bonding not being completed, the first electric train to run to Waterfall under its own power arrived there on Thursday 5 June 1980. This distinction is made because a single deck interurban reached Waterfall behind steam in 1966 and wide suburban cars have passed through en route to Port Kembla for scrapping.

The first train was made up of four two car sets, comprising (from the down end) T45 3965-4091, T28 3011-4021, T15 3937-4069, T14 4061-3829. The last car is painted (old) red, the others being unpainted. The island platform at Waterfall has been extended at the up end to accommodate eight car electric trains; this work was not complete early in June and the formwork on the down side was foul of the wide electric loading gauge, hence the first train arrived by the up refuge loop. It subsequently ran forward onto the up main then crossed onto the down line south of the station, before reversing back into the up platform for departure. There is insufficient wire over the up track south of

the station to allow an eight car train to clear the loop without crossing to the down line.

Two further return trips operated on the Thursday with another two (three were tabled) on Friday 6 June. All wired lines were to be tested, but all subsequent runs followed the initial pattern and omitted the down line south of the facing crossover into the loop and the storage sidings where bonding was not complete. The turntable track, which is not wired, was disconnected but has since been reconnected.

Driver training commenced on Monday 16 June when four 8 car single deck trains were used on an intensive schedule. Training has continued using double deck stock.

A new timetable will be introduced on Sunday 6 July 1980, when the Illawarra line will be integrated with the ESR with all trains double deck. Electric service to Waterfall will commence on the same day without ceremony. The off peak service will be basically hourly, with some services running express from Sydney Terminal in as little as 47 minutes and providing connection to Wollongong. The railmotors will not vanish from the area as they will provide the mainstay of the Waterfall to Wollongong service.

MEADOWBANK BRIDGE: The new Meadowbank Bridge which carries the Northern Line over the Parramatta River was brought into use in May 1980. The down track was changed over on Sunday 18 and the up track on Sunday 25.

An official opening ceremony was held on Monday 23 June 1980 when the Minister for Transport unveiled a plaque on the northern approach of the bridge. It has been named the John Whitton Bridge. John Whitton was chief engineer of the NSWGR from 1857 to 1889, a period of rapid expansion and major achievement for the system. Guests travelled to the ceremony in 4 car double deck set S76 which was unchanged in composition since use as the Royal Train pilot.

Work started on the new bridge in 1947 as part of the quadruplication from Strathfield to Hornsby, but ceased in 1954 with only the piers constructed. Situated on the western (upstream) side of the original 1886 bridge, which was the first railway crossing of the Parramatta River, it was to be a through truss design carrying two tracks. The old bridge would have been replaced.

ed by a similar structure.

The old bridge had long been subject to a speed restriction and its deteriorating condition forced a resumption of work on the new bridge in 1975. The piers were modified to carry four decked steel box girders with one track each. The eastern two only have been installed and the double track now curves onto the new alignment on both sides of the river.

ROLLINGSTOCK: With the impending operation of the integrated ESR and Illawarra line with all double deck stock the remainder of the suburban area will mainly be serviced by single deck stock. With this in mind the Minister of Transport announced that delivery of 100 air conditioned double deck suburban cars would be expedited. The statement implies that a political decision has been made in favour of air conditioning without waiting for trials with the 8 prototype cars. Delivery of the 30 additional

double deck interurban cars is to be similarly advanced.

Comeng delivered C3765, the last of an order for 25 double deck motor cars, in May.

The four electric hydraulic washing plant locos have been moved from Hornsby and Flemington depots, presumably back to Chullora Workshops. They had not entered service.

Parcel van 3551 has been repainted red. This only leaves 3554 in blue and white.

Single deck suburban cars awaiting scrapping are again being stored around the system; 5 cars remain at North Strathfield, 9 at Canterbury Racecourse, 7 at Pippita and 9 at the Brickworks.

LOCOMOTIVES: Electric loco 8506 was delivered on 21 May 1980.

Tenders have been called for the supply of 50 or 60 or 70 DC electric locomotives of 2700 Kw (3600HP).

CITY SECTION

News of the Melbourne and Metropolitan Tramways Board

TRAMCARS & BUSES

Seven more Z cars, 43, 44, 46, 47, 48, 50 and 51, were sent to Brunswick Depot early in May to allow more trips to be operated on the North Coburg route from Monday 12 May. The latest Z3 in service to mid May was 132, with the body of 146 being delivered later in the month.

New MAN buses with Ansair bodies 110 to 119 have been placed at Footscray Depot. They have displaced Volvo/Ansair buses 944 to 949 which have returned to North Fitzroy Depot. The MANs now run the City to North Altona route, which has generated additional traffic in recent months, necessitating extra trips in peak periods, as well as also operating on other routes in the Footscray area.

The extra Volvos at North Fitzroy caused the final withdrawal of the 41 seat Mk 3 AECs. Two of the shortened 32 seat versions are still available for use at Footscray Depot and one at North Fitzroy, but early June should see the end of their era.

It is reported that additional MANs will be delivered to Doncaster and Footscray Depots, with the former transferring 23 of its Leyland Nationals to North Fitzroy to allow the removal of the Mk 4 AECs.

TRACKWORK

The relaying of the double track in Burwood Road Hawthorn, from east of the river to Power

Street corner, was carried out during April and May. The temporary track in use was an improved version of the prefabricated units used during the last year or so. It is believed that the MMTB will use this method in future and not lift the existing track onto the side of the road as was past practice.

The down track was commissioned on Thursday 8 May whereupon a double slew was put into use with the temporary track remaining the down and the relaid down line being used for up traffic. The curves from Burwood Road into Power Street were relaid and concreted over the weekend of 17/18 May while the relaid up track was brought into use and the double slew removed by Friday 23. Removal of materials and adjustments to the road surface was finished by the end of the month.

The double track junction for the Glen Iris route, at St. Kilda Road and High Street, was relaid over the weekend of 19/20 April, excluding the curves beyond the diamond crossing.

The double track curves from Malvern Road to Burke Road Gardiner were lifted, repacked and resurfaced over the weekend of 3/4 May.

The next main job is in Toorak Road South Yarra, from Kensington Road to Williams Road.

The long awaited bus priority lane in Johnson Street Collingwood commenced a six months trial in March. It operates for about 1 Km from Nicholson Street to Wellington Street in peak periods, and is marked with cones.

★ Museum Notes and News



FERNY GROVE . . .

Brisbane Tramway Museum Society



The fifth COTMA Conference was held in Brisbane from Saturday 14 June to Tuesday 16 June 1980. It was hosted by the Brisbane Tramway Society. A highlight of the conference was the inauguration of public operation at the Ferny Grove Museum on Sunday 15 June 1980 by the Lord Mayor of Brisbane Alderman F.N. Sleeman.

As a lead up to the conference there has been feverish activity at the museum over the past few months. All branches have been busy and these activities are summarized here:

TRAFFIC BRANCH: Four members passed a driving test conducted by a testing officer from the Department of Labour Relations (Occupational Safety Division). The officer also passed trams 65, 277 and 554 to carry the public.

The Fortitude Valley signal cabin has been prepared for its new role as the ticket office at the front gate. Tickets similar in design to those used on the Brisbane tramways have been printed.

The traffic staff uniform will be light blue shirt, dark blue trousers and foreign legion cap. **ELECTRICAL BRANCH:** Overhead wiring has been erected over all track at present available for traffic, as well as one workshop road. A key switch has been installed to allow traction power to be controlled without entering the sub-station.

Matchbox combination car 47 has received some attention to one controller whilst damaged insulation in the motors has been repaired.

WORKSHOPS BRANCH: Dropcentre 277 looks quite resplendent in its new coat of grey paint, but it is eclipsed by 554 which has been repainted in its blue and grey.

A major clean up in the workshop has made it more presentable and easier for the members to carry out work therein. The next group of cars to be restored include Dreadnought 136, another dropcentre and a 400 type.

Alan Ward works on the formwork on the depot curve in preparation for the concrete to be poured. - Tim Atherton

CONSTRUCTION BRANCH: The small team working on construction and maintenance has achieved good results. A large part of the depot curve has been mass concreted or had the wooden sleepers replaced by steel set in concrete.

An all out effort has been made to remove scrap steel and the three bins removed so far have yielded over \$300. A concentrated effort has also been made to improve the appearance of the museum by mowing long grass and generally tidying up the site.

PUBLIC OPERATION

As from Sunday 22 June 1980 the Museum gates will be open from 1.30 pm to 4 pm on Sundays and most Public Holidays. Various trams will operate as required.

A cordial invitation is extended to all bona-fide members of tramway and transport museums to be our guests on any day when the museum is open. A special pass will be issued at the gate to enable trams to be ridden free of charge.



BALLARAT . . .



Ballarat Tramway Preservation Society

Depot Extensions

The contractor has continued to carry out the remaining tasks that will complete this rather lengthy job. The fire exit doors at the rear of the building have been installed. The erection of the rail support staunchions in the wide pit on 4 road followed shortly after.

Trackwork

The laying of the trackwork associated with the depot extensions has continued at a steady pace. To enable car 40 to be placed in the new building upon its return from Melbourne over half of 6 road was laid from the pit to the rear road exit doors. A temporary track was laid from the rear of the shed to nearby Gillies Street on which 40 was unloaded. This track was then removed and will in time be replaced by permanent track.

All rails were then installed over the long pit on 4 road, including 55 feet out the front of building. The connecting trackwork to the existing depot fan and access track is gradually progressing. To enable this construction to continue, it became necessary to dismantle the elevated service pit on the no. 3 track siding and the points leading thereto. All rails and

points released from this track have been used in the construction of the new trackwork. A new curve was installed to replace the removed points on 3 road.

Tramcars on the Move Again!

Tram 40 was returned to Ballarat from Melbourne on Friday 15 February 1980. Several members were on hand when the car was loaded at Preston and at Ballarat to help unload it. 40 was unloaded at the rear of the new depot extensions onto a temporary track and was then pushed through the rear doors onto 6 road. It is thus the first tram to be housed in this building. This became necessary as 40's place in the old depot was taken by 11 and 14 which were transferred from storage at Sebastopol the same day as 40 went to Melbourne in November 1979.

On Friday 11 April 1980 the two Melbourne trams, W3 661 and W4 671 were moved from storage at Sebastopol to the depot and thus the first four motor cars at Ballarat. 471 is also the first wide bodied car. They were unloaded on 4 road and pushed inside. All cars have now been removed from the storage site at Sebastopol. The only tram that is yet to be trans-

Over 60 years separate these two trams. Ballarat 40, built in 1912 for the P&MTT, waits for Z 104, of 1978, to pass before setting off on another journey from Simpson Street during the 1980 Melbourne Pageant. - W.Scott.



ferred to the depot is 39, which is in private storage and will be moved in the near future.

Maintenance & Restoration

Regular work and servicing continues to be carried out on the operating cars. 38 has seen regular operation lately, especially during the Begonia Festival and is a pleasant tram to operate. Body repairs have been carried out on 40 following a minor mishap on the way back from Melbourne.

Work has commenced on the restoration to service of the W3 and W4. The brake rigging and motor leads of both cars have been reconnected and trolley poles and wheels fitted to the W3. It has been decided to repaint the W3 in the early chocolate and cream colours of the MMTN and preparation work is in hand.

The dismantling of 35 at Bungaree continues and in the process is providing a good source of many needed spare parts.

SEC Transfers

New SEC transfers have been manufactured for the Society. New transfers have already been placed on 28 and 38 as both these cars have rec-

ently been repainted. The Bendigo Trust also received a quantity of these transfers.

Operations

The tramway carried a large number of passengers over the recent Begonia Festival, but passenger figures were slightly down on recent years. In addition to the regular weekend and holiday running, a midweek service was introduced on a trial basis on Wednesday of each week until the end of May. It is hoped that this service will attract patronage from local and interstate tour operators who frequent the Botanical Gardens area.

Vintage Train Visit

The vintage steam train again visited Ballarat on 12 April and as on previous tours a ride on the tourist tramway was included. Five trams were provided for service and these carried capacity loads in scenes that were reminiscent of those prior to the closure of the Ballarat system. On the tour were 30 members of the Philadelphia Chapter of the National Railroad Historical Society.

BYLANDS . . .

Tramway Museum Society of Victoria



Trackwork

Work commenced at Bylands early in April on a major trackwork task — relaying the main-line turnout and ladder track towards the depot turnout. Invaluable assistance was given by Tony Hutchins and several of his colleagues from the Puffing Billy regular track crew who contributed much expertise as well as physical effort.

The original rails and castings were excavated and removed, forcing the horse tram route to be shortened for several Sundays. The old connecting rails to the depot were also pulled away by the tractor. After many months of dry weather and with the horse tram isolated on the main line, the weather broke and Melbourne and much of Victoria received periodical rain over the next few weeks.

The new turnout and curve took shape over the Anzac weekend and the former connection to the depot then started to sprout two left hand turnouts, the start of the fan for No. 2 shed; these tracks will be kept clear of the

front of the future building for the present and used as storage sidings. By late May all rails and castings had been laid and secured and welding of joints commenced. Some lifting and packing remained to be done and bolt on check was being placed around the curve. There is not the slightest doubt that the help given by the PBPS team hurried the job along considerably.

Prahran & Malvern Tour

Tramway history can be commemorated in Melbourne 'in the flesh', and the latest anniversary marked by the Society is that of the Prahran and Malvern Tramway Trust's opening on 30 May 1910.

The Society was joined on a special tour on Saturday 31 May, by members of the historical societies of Prahran and Malvern. L class tramcars 102 and 104 were used for an afternoon trip commencing at Malvern Depot. The tour travelled over most of the lines opened by the PMTT. There is no doubt that the Trust

TROLLEY WIRE

was the most virile of Melbourne's electric tramway operators and laid the foundations upon which the MMTB later developed. From a humble beginning in 1910, it handed over to the Board less than 10 years later 35.466 route miles of tramway, which had spread beyond the original municipal boundaries of Prahran and Malvern into St. Kilda, Caulfield, Hawthorn,

Before and after! As previously reported it was necessary to blast some of the holes for the span poles at Bylands. The result was a rather large hole which was then backfilled to a corrugated iron liner ready to receive the pole. - K.S.K



Kew and Camberwell, two depots and one workshop, 96 trams and 10 trams building or authorised.

No P&M tram survives today in Melbourne so the L class, authorised by the Trust and built by the Board, were used as the most appropriate available.



ST KILDA . . .

Australian Electric Transport Museum



Landscape Changes

The most noticeable change at St. Kilda in the autumn months has been the upgrading of the landscaping around the Museum grounds. The internal fencing surrounding the St. Kilda Road tree reserve adjacent to the depot has been removed and the surrounding area tidied by the removal of a variety of shrubby weeds. The improvements, which have been widely acclaimed by members, have given an extensive park like appearance to the AETM site. These changes have meant that a wider area is now encompassed within the winter mowing programme and in consequence a 28 in cut self propelled mower has been added to the grounds equipment.

Equipment Subsidy

In May, the AETM was advised by the South Australian Minister of Recreation and Sport, Mr. Michael Wilson (who is also Minister of Transport), that it had been awarded a grant under the Recreation and Sport Equipment Subsidy Programme. The South Australian Government will be paying up to \$1726 on a dollar for dollar basis with Museum members for the purchase of a lathe, bench grinder, needle gun, spray gun and angle grinder. Whilst the scheme is primarily used to assist in the purchase of sporting equipment, the AETM submitted that purchase of the equipment sought would enable members to achieve their recreational aspirations more effectively. This point of view was

TROLLEY WIRE

accepted by the State Government.

Car 42

Further steady progress continues on the restoration of car 42. Following disassembly of suspension on the Brussels Brill 21E truck, a number of components have been machined to allow body height to be lowered. Some parts from the original Adelaide truck of this car are being incorporated into the rebuilt Brussels truck. In addition, a linebreaker was recently purchased for the car from the MMTB through the auspices of COTMA.

Further Tram Depot

Following approval of the 1980-81 budget at the last Annual General Meeting, the Museum Executive is now arranging a contract for the erection of a further tram depot. This building, which is to be 40m long by 10m wide, is to contain to widely spaced tracks. It will primarily be used to display restored cars not being used in traffic at the time. Fitting out of the building is expected to take several years, but will ultimately result in the present tram depot being completely closed to the public.

Compressor Returns

The compressor purchased from the MMTB under the auspices of COTMA and subsequently loaned to the STA, was returned to St. Kilda in May after having been used in traffic for three months on H369.

COTMA Delegate

R.L.Jenkins was appointed AETM COTMA Delegate for the Brisbane Conference in place of Mark Skinner who was overseas.

GLENORCHY . . .

Tasmanian Transport Museum Society

New Town Railway Station

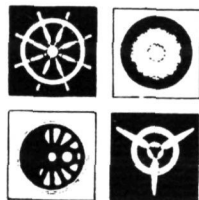
The TTMS purchased the former Hobart suburban railway station building at New Town in 1979 with the intention that it be moved and re-erected at the Transport Museum at Glenorchy to be used as a museum building.

Preparing for the move has been the major Society project over the past months, involving the dismantling of the verandah canopy, chimney, removal of fittings (including a concrete



The three additional compressors installed in works car 354 are fitted snugly into one saloon in place of one of the longitudinal seats.

- John Radcliffe



encased safe), services, removal of part of the roof and cutting the building into two sections. The building's centre section was built about 1890 but two later additions gave rise to some concern as it was not known how securely each section had been joined. While dismantling was proceeding, foundation trenches were excavated and concrete poured.

With all in readiness on 19 May heavy cranes lifted the building from its foundations

onto special low loaders. Soon after dawn on 20 May, to avoid early morning peak traffic, a convoy of several vehicles left New Town for the 5km journey to Glenorchy. The height of the load, nearly 6m, presented some problems and electricity and Telecom line men were in attendance throughout the journey lifting and in some cases cutting low overhead wires. Despite the problems which might have been encountered, the operation was accomplished without any difficulties.

On arrival at the Museum the two sections were lifted and placed on temporary supports about 1.5m over the new foundations. New brick walls will have to be built to conform to the building. Arrangements are in hand for this work to commence shortly and the task of rebuilding and modifying the building for its new role should occupy members for the remainder of this year. The purchase and transport of the building cost the Society nearly \$4000 but fortunately a recent Tasmanian Government grant will enable full completion of this project.

Of particular interest during work on the station was the discovery of documents, papers, etc, some dating back to 1890 and other material including World War I recruiting posters and timetables. Some of this material will be displayed as part of the old station's role as a museum of railway and social history.

Museum Building

The final completion of the electric traction building has been delayed awaiting delivery of aluminium window frames and while activi-

ties were directed towards the station project. The glazed frames have now been delivered and installation has commenced. With the fixing of some roof flashing and installation of the fire hydrant the structure will be complete. Later work will include the laying of concrete slabs and walkways within the building.

Signals

The dismantling and removal of railway signals purchased last year has continued. Three posts have now been recovered and fittings removed from others prior to their removal to the Museum.

Restoration

Individual members have continued the task of restoration of several museum exhibits. Repainting of ex TGR locomotive M5 by Lester Jones is nearing completion, the cleaning down and priming of Loco H1 by Graeme Jones and Andrew Dix is proceeding while Ted Lidster is now re-assembling an Imperial road roller which had been completely pulled down for cleaning and repainting.

Pointwork

A small group of members have recently excavated for and installed a set of ex railway points finished flush with the ground surface leading to the electric traction building. All rail track at the Museum will be interconnected and so allow both trams and trains to move over track.

The New Town railway station building en route to the Transport Museum at Glenorchy. 20.5.80.-D.H.Jones



ALBION PARK ...



Illawarra Light Railway Museum Society

Locomotives

While handling record crowd of some 750 visitors on the May open day, a hot box developed in one of the tender bogies of 0-6-0 *Cairns* (Hudswell Clarke 1706 of 1939). The 0-4-0ST *Kiama* (Davenport 1517/1596) had full steam pressure as standby loco and was able to carry out all passenger operation for the remainder of that day.

Prior to initial steaming in July 1978, the locomotive *Cairns* besides being retubed, was given a thorough overhaul, but only routine attention was paid to the tender. On Saturday 17 May the bogies were removed from the tender and stripped for rebuilding. The problem wheelsets have been sent to local industrial workshops where worn journals are being built up and re-turned; standard profiles are being machined on the tyres and new brasses cast and machined.

On Friday 6 June a crane was used to turn the tender over while the stripped frame of 0-4-0ST *Burra* (Hawthorne Leslie 3574 of 1923) was also inverted to enable rebuilding to continue.

The Davenport loco, with the Krauss-Leyland petrol loco, or the Rushton Hornsby diesel unit on standby, will have to handle the June and possibly the July open days.

By early June the valve and driving gear had been refitted to the frame of the 0-6-2T Perry loco *Tully* 6 (7967/49/1) and efforts are now being concentrated on this loco's brake system.

Yallah Station

By early June the reconstruction of Yallah Station was almost completed and the walls were being prepared for painting. A traditional picket fence has been fitted to the station platform with name board while the Society has been fortunate in obtaining from the Wollongong Railway Office the original Yallah target nameplate as well as vintage Refreshments and Booking Office signs for the doorways.

Alterations are being currently made to the toilet facilities at Kiama Station and the ILRMS was able to obtain Ladies and Gentlemen signs to add to the collection.

During the current project the opportunity has been taken of rewiring the station to provide adequate power points, while additional windows and ticket sales hatches have been fitted in sheltered positions.

Rolling Stock

During April and May hand brakes were fitted to the Davenport loco and the bogie passenger car. When this loco arrived in April 1977 no braking system of any kind, it seems, had been in operation for many years. In the major 1978 restoration programme the original steam brake was overhauled, but the problem of a parking brake during periods of low steam pressure was not solved until the handbrake system was fitted.

Good progress continues on restoring the ILRMS waggons. Work is now proceeding on restoring the last of the three vehicles recently obtained from the horse tramway at Dry Creek.

By mid June considerable progress had been made on the reconstruction of the circa 1918 International bus body to form the centre saloon of a California Combination car similar to the one used on the Burrinjuck tramway between 1908 and 1928. Sheets of waterproof ply have been fixed to the curved sides to replace the rough sheet metal panels fitted when the relic served as a bush hut and the body has been trussed with turn buckles. The rotted end bulkheads have been removed and framework fitted to enable centre end bulkhead doors to provide access to the future open ends.

Future efforts will result in new flooring being fitted to this saloon portion of the car, followed by the construction of new window sills and then the laborious task of making 14 new window frames and crown lights to the original design will see the bus body reconstruction well on the way to completion.

The planned visit by two ILRMS Committee members to the Redbank Workshops of the Queensland Railways took place on 19 April. One of the narrow bodied rail motor trailers owned by ANGRMS was selected for purchase and this, together with some signal gear, is expected at Albion Park during July. In the

meantime, two bogies, obtained some time ago from the Ruook Company at Alexandra Victoria, have been stripped and completely overhauled so that the trailer can be placed on the 2 ft gauge tracks when it arrives.

Publicity

A three minute colour documentary film on the ILRMS operations appeared on the BHP Review segment of the Channel 4 TV news on Sunday 4 May. This was timed strategically, as the following Sunday was a public open day at the museum and this screening no doubt was partly the cause of the large number of visitors on that occasion.

A new free pamphlet 'Introducing Us In 1980' has been produced for distribution on open days and for off site promotions. The front cover has a large impressive photo of the Daveport loco emerging from the trees, in a two

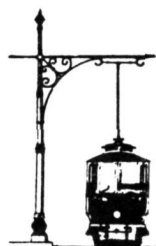
colour format.

Vintage Uniforms

The ILRMS was recently successful with a \$40 tender for the purchase of superseded N.S. W.G.R uniforms. On delivery of this vast quantity of clothing it was discovered that most items had never been used, while many of the hats and tunics were not the usual run of the mill issue, but items designed for senior station staff. Many caps are trimmed in gold braid around the bands as well as on the peaks while the tunics are of double breasted designs with multi gold rings weighing the sleeves down. It is possible that on days of bright sunshine the ILRMS staff will be prevented from coming out of doors due to the fierce reflections which will result from the magnificent ornamentation on the uniforms!!

LOFTUS ...

South Pacific Electric Railway



New Site

The foundation work for the new building proved to be a long drawn out job. The sub contractor soon struck rock and only worked spasmodically, during which time the drought broke and further held up proceedings. It was not until Saturday 24 May 1980 that the concrete was poured.

The steelwork arrived on Tuesday 3 June and erection commenced the following day. This proceeded smoothly and was completed in a week. The roof and the north and west walls were then cladded. The roof is unpainted and the two walls are colourbond orange/red. Whilst not an unpleasing colour it is not in sympathy with the surroundings and will not match the brick wall which will enclose the eastern side of the building.

The south wall of the building is being erected by the Society. Eight pairs of doors are required and fabrication of these and the supporting steelwork is proceeding. The first of 14 columns was erected on Sunday 8 June to allow the brickwork to be returned from the eastern wall.

One feature that stands out at this early stage is that the building appears to be all roof. This results from the pitch of the roof which is

emphasized by the low height of the side walls which are only 12 ft 7 ins high on the inside of the columns. This compares with 15 ft 3 ins for the existing building and is a negation of the principle generally applied to tram depots and which was only achieved at Loftus by many years of rebuilding.

Newcastle Tour

To commemorate the 30th anniversary of the closure of the Newcastle tramways, a bus tour was held over the former electric lines on Saturday 7 June 1980.

Travel to and from Newcastle was in a non air conditioned car attached to the Flyer. Arrival at Broadmeadow was 65 minutes late. An Atlantean bus was joined here and the tour then headed for Wallsend, thence to Waratah, Racecourse, Adamstown, Hamilton Depot, Mayfield, then across country to Port Waratah, along the extension and around the waterfront to Carrington, thence to Glebe, Merewether Beach and finally Parnell Place and Newcastle Station. Very little trace now remains of the tramways, even Zarra Street powerstation is gone; a side trip by its site revealed a wiring trin stabled in the yard.



ABOVE: Thursday 5 June 1980 and the first electric train to Waterfall pulls forward onto the up main line before reversing preparatory to returning to Sutherland.
 BELOW: On safari in Jesmond! It could be miles from anywhere, but Atlantean 1145 (now M/O 531) is within sight and sound of the main road as it stands on the abandoned right of way of the Wallsend tramway which closed in 1949. SPER tour 7.6.80.

