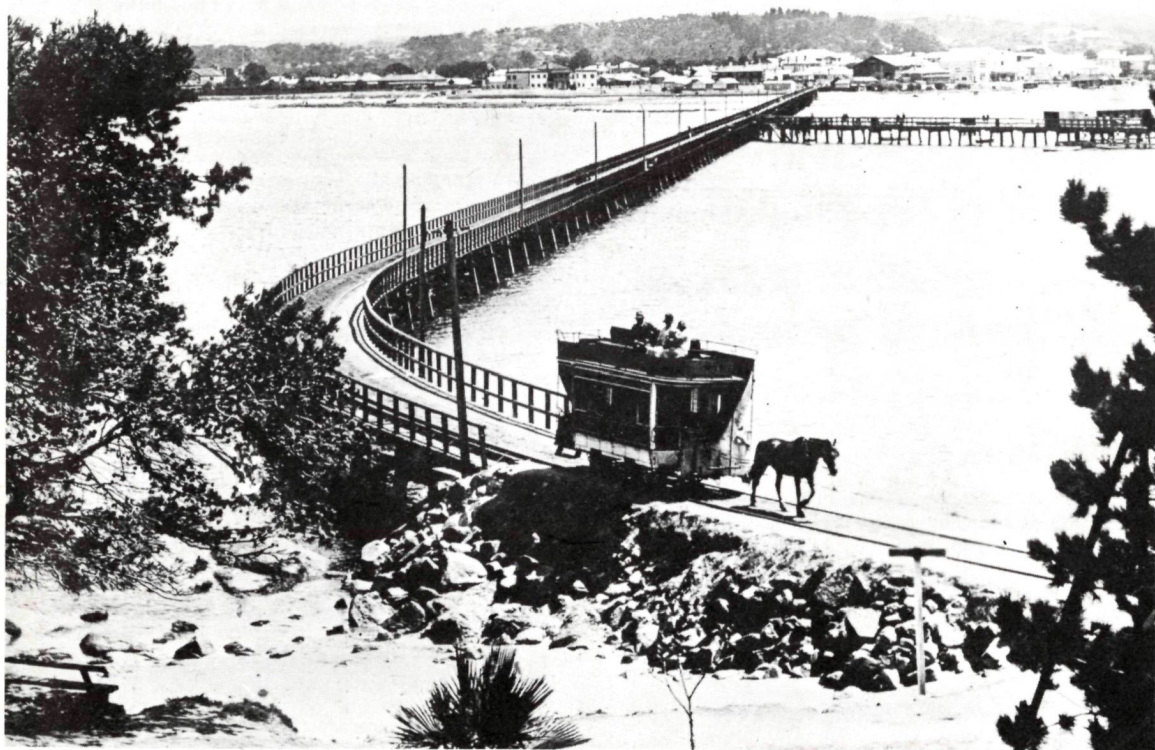


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News in brief

MELBOURNE

The only news to hand from Melbourne is that W2 442 entered service as a restaurant car on Melbourne Cup day, Tuesday 2 November 1982.

SYDNEY

The double deck cars to be used as loco hauled stock on the Illawarra line pending electrification will be first and second series Com-Eng driving trailers; cars to be converted are 4011 to 4014 and 4021 to 4026.

1982 has continued to be the year of the electric train tour with a hastily arranged trip with eight blue and white single deck suburban cars run by the RTM on Sunday 26 September. This was followed on Saturday 13 November by a long planned basically suburban area tour in a four car single deck interurban by SPER. Details of this successful and interesting trip will be given in a future issue of TW.

FRONT COVER: One of the ex Moont horse cars, 5 or 6, leaves the Granite Island end of the causeway at Victor Harbour in the 1930s.

BACK COVER: Gawler horsecars 22 and 20 being hauled to Islington railway workshops along the railway by a Dort inspection car, after the closure of the Gawler tramway in 1931. - STA

WHEN "HORSE POWER" MEANT "THE HORSE"

Part 2

By K. McCarthy

This is the second part of a set of articles to mark some Australian horse tramway anniversaries.

Part 1, dealt with the history of the Pitt St. horse tramway in Sydney, which opened 120 years ago, in December 1861, and closed at the end of 1866. This second part treats several South Australian horse tramway undertakings:-

- * The Moonta and Gawler tramways which closed just over 50 years ago in 1931.
- * The Victor Harbour tramway which ceased operation just over 25 years ago.
- * The Port Broughton line which closed to freight traffic 40 years ago in 1942.

Some additional information has been obtained on the Moonta undertaking since its history appeared in the October 1980 issue of this magazine, while other new data and photographs have come to hand on the other South Australian horse worked lines. This new material is presented here, not as definitive articles, but in an attempt to pass on to readers new aspects on the subject.

Port Broughton Tramway S.A.¹

The Port Broughton to Mundoorra tramway, also known as the Barunga Range railway, was one of several short rural lines constructed in South Australia between a jetty and the hinterland. Unlike similar other undertakings this tramway never expanded to link up with adjacent railway networks or progressed from horse to steam traction.

This horse worked tramway extended over 10 miles and 1 chain and was constructed for the South Australian Railways at a cost of £62,200. The line was available for traffic from 11 March 1876 catering for both passenger and freight, wheat being the main commodity handled.

By 1882 a total of 2 four wheel passenger cars and 40 flat goods trucks were attached to the tramway while by 1894 this stock had increased to 3 passenger cars, with the addition of an "American" style saloon tramcar, 46 flat trucks and 6 similar vehicles fitted with screw down brakes. The two early single deck passenger cars were a cross between horse coach and railway architecture. A total of 16 people could be seated on four benches, two of which were situated in the small centre saloon while the balance were accommodated on

the open end platforms. The "American" car carried the number 4 and was of typical single deck saloon tramway design. Twelve passengers could be seated on two inside longitudinal benches while four additional hinged down seats were attached to the bulkheads on the end platforms, mainly for the use of the driver.

The 3'6" gauge track was laid in 40 lb rail on an unballasted road bed. This construction was rated to carry an axle loading of 8 tons. The route commenced on the jetty in the Mundoorra Arm of Spencers Gulf then proceeded along the main street of the Port Broughton settlement. For the first two miles east of the township the tramway traversed closely subdivided farm allotments. The remaining eight miles of route proceeded through much larger wheat farming allotments, then valued to £4 per acre, to terminate near the main road intersection at the small settlement of Mundoorra near the reservoir of the Beetaloo reticulation system.

For the financial year ending 30 June 1909 the Port Broughton tramway operated at a loss of £500. This loss could have been reduced by the use of a light steam locomotive on the tramway but the expenditure required to improve the track for loco working could not be recouped even by this improvement in economical operation.

During late 1909 a Select Committee from the South Australian House of Assembly investigated the possibility of upgrading the tramway and connecting it by a 32 miles extension with the main northern line at Brinkworth, 104 miles 16 chains from Adelaide.

The new railway would proceed northwards for 8 miles from Mundoorra to cross the Barunga Range at Clement's Gap reaching an altitude of 490ft. Once through the Gap the railway would traverse a southeasterly course passing through Broughton (Red Hill) at 16 miles and Koolunga at 23 miles before joining the S.A.R. main line at Brinkworth. If laid with second hand 40 lb rail without ballast the link railway was expected to cost £109,200 while £13,400 would be required to improve the 10 miles of tramway for steam traction.

The capital cost of the tramway had included £7,458 for the jetty at Port Broughton. The channel to the jetty was tortuous and shallow and bagged



'English type' horse car on the Port Broughton to Mundoora tramway. - Rev.C.B.Thomas collection

wheat had to be lightered to ships standing off in Spencer's Gulf or towed further to Wallaroo, some 25 miles to the south, for transhipment.

Three alternative proposals for the improvement of Port Broughton were presented for consideration with the Brinkwood railway project:-

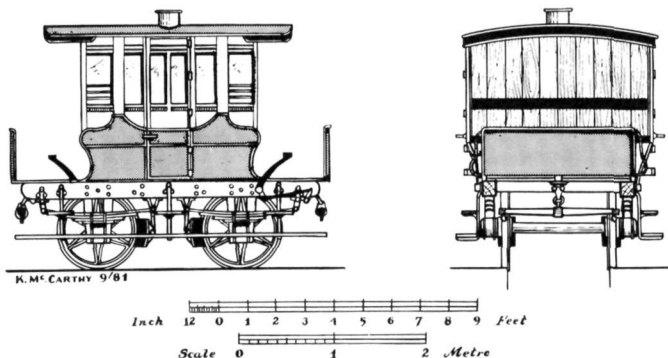
1. Widening the channel to 60 ft and improving the depth to 10 ft, £9000.
2. Identical improvement as above to beacon 35 and then cutting a new channel directly to the sea, £16,000.
3. Rerouting and extending the Port Broughton end of the tramway for a distance of 1 mile 60 chains to a new northern jetty to enable the

dredging of a direct channel 15 ft deep and 100 ft wide to the Gulf, £108,000.

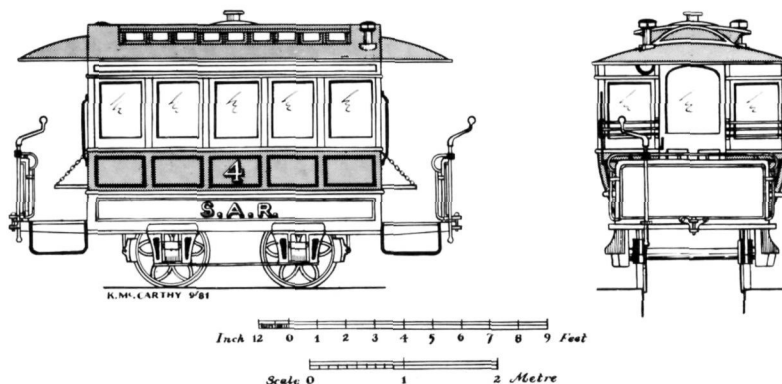
The Harbour Department decided to carry out scheme 2 (above) irrespective of the railway extension scheme being adopted. The Harbours Board took over the jetty in 1913 and the associated dredging enabled cargo ships of the Adelaide Steam Ship Company to make regular weekly calls to the port.

Those farmers and merchants who gave evidence at the Brinkworth to Mundoora Railway hearing between 3 September and 8 October 1909 indicated how poor transportation prevented farmers from gaining top prices for their produce. In a good

PORT BROUGHTON HORSE CARS.



PORT BROUGHTON HORSE CAR 4.



season some 60,000 bags of wheat were carried forward to the Port on the tramway. As only three or four horse teams were kept by the S.A.R., additional teams had to be hired. The slow rate of forwarding the harvest, caused by the $7\frac{1}{2}$ miles per hour maximum speed of progress along the tramway, meant that the wheat could not all be disposed from the Port in bulk at prime price time. The cartage along the tramway cost $\frac{1}{2}$ d per bushel while wheat had to leave Port Broughton at $2\frac{1}{2}$ d a bushel lower than Port Adelaide or $1\frac{1}{2}$ d cheaper than Wallaroo to match the price from those centres after absorbing the additional handling charges.

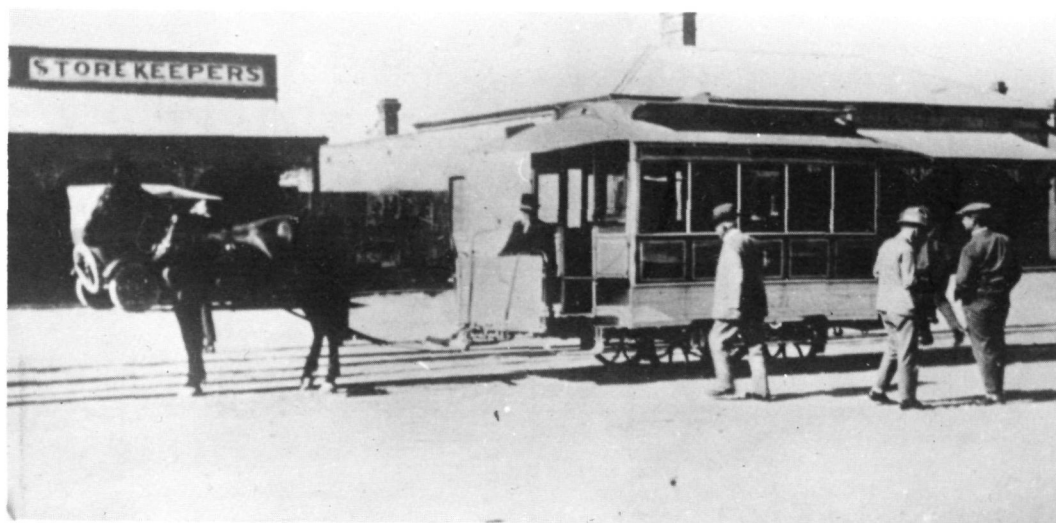
One witness spoke of the proposal to link Hamley Bridge with Port Adelaide by a third rail to enable 3'6" gauge rolling stock of the Western system to travel along the intervening 5'3" gauge

network. He felt that if the Mundoora to Brinkworth section was constructed and the Port Adelaide connection completed, traffic would be directed away from Port Broughton rather than towards it.

The extension beyond Mundoora was never made and the tramway to Port Broughton continued to be isolated and worked by horses.

The annual report for 30 June 1918 revealed that the tramway had operated at a loss; working expenses had reached £2,310 while receipts returned only £1,245. Passenger operations were most unsatisfactory. This service cost £200 p.a. but the 860 passengers carried returned only £70 while mails and parcels handled on the passenger car only added £10 and £17 respectively.

The S.A.R. maintained 5 teams of horses at that stage on the tramway to handle freight haulage



Horse car 4 at Port Broughton circa 1920. - L.Kingsborough collection



while 2 further horses were kept to work the one return passenger trip each day. During the wheat season additional teams were hired. For the 1917-18 financial year 5 additional horses were hired for 8 days, 4 for 71 days and 1 for 30 days at a cost of £46-2s-6d. This amount did not include fodder and shoeing which cost 10/- and 1/10d respectively per horse per week. For three months of the year there was not sufficient freight to keep the S.A.R. teams fully employed. Goods traffic for that year reached 8,000 tons but horse power cost £838 and drivers' wages £1,294.

These results were investigated by Mr. P. Anthony who headed a Commission set up to inquire into the finances and general operations of the S.A.R. This committee recommended that the passenger service along the tramway should cease and the mails could be handled by the road motor service then operating along the 28 miles between Kadina and Port Broughton.

As the tramway could not be economically improved for steam operation Anthony suggested that the S.A.R. should call tenders for the supply, maintenance, feeding and driving of horse teams for tramway freight haulage instead of keeping permanent teams.

In spite of this report the isolated Port Broughton tramway continued to operate until 3 August 1942 although the passenger tram ceased in 1924, during the Commissioner Webb period, when an extension of the road motor service was inaugurated between Port Broughton, Mundoora and Collinsfield on the recently opened 5'3" gauge extension to Red Hill (Broughton). The other surrounding railways were finally converted from 3'6" gauge to 5'3" by 1927 leaving the tramway the only narrow gauge undertaking in that region.

The rollingstock lists for 1921 indicated that the Port Broughton tramway was still served by 2 passenger cars, one of the "English" and the other of the "American" type. In addition 51 goods wagons were available, consisting of 34 ordinary flat top horse trucks, 6 additional vehicles with screw brakes and 11 F type small wagons.

During 1926 a kerosene Fordson rail tractor replaced the horse operation between Port Broughton and Mundoora and this vehicle continued to shunt the jetty after the closure of the through working in 1942.

By 1949 the disused tramway was still in position for its entire length and several flat trucks were seen derelict at the eastern end of the Port township. The track remained for a further decade when, it is believed, a scrap merchant lifted the track without authority, an action which resulted in a court settlement.

A visit in 1974 revealed the 3'6" track in position along the Port Broughton Jetty, the only railed vehicle being a hand crane mounted on a four wheel underframe.

Gawler Tramway S.A.²

The Adelaide to Gawler railway, opened on 5 October 1857, terminated at a station situated over 1 mile from the business centre of the town. The railway extension northwards to Kapunda, opened during 1860 skirted the western perimeter of the town leaving the original station the main access point for the Gawler township.

On 17 February 1879 the S.A.R. opened a single track 5'3" gauge street horse tramway between the station and Gawler town over a distance of 1¼ miles at a cost of £6221.

This tramway commenced at a physical railway



One of the Gawler horse cars is overwhelmed by the crowd assembled in the Gawler station square for a civic welcome ceremony.

-C.B.Thomas collection

track connection in Gawler station yard and then proceeded eastwards along Murray St (now 19th St.) to the main Adelaide Road (then Murray St.). This main thoroughfare was followed north eastwards until the South Para River bridge was crossed (now Bridge St.), after which the tracks turned northwards and climbed the Murray St. hill (still known as Murray St.) through the business centre to a terminus at Cowan Street.

Passengers as well as goods traffic were handled over the tramway, goods movement being simplified as the tramway was built to the railway gauge and coarse flange profiles. The following sidings were located along the route:-

Industrial siding

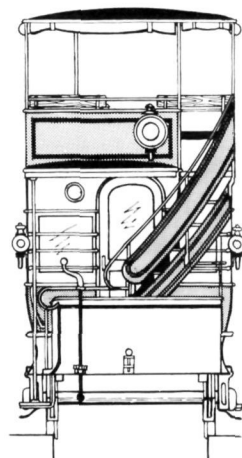
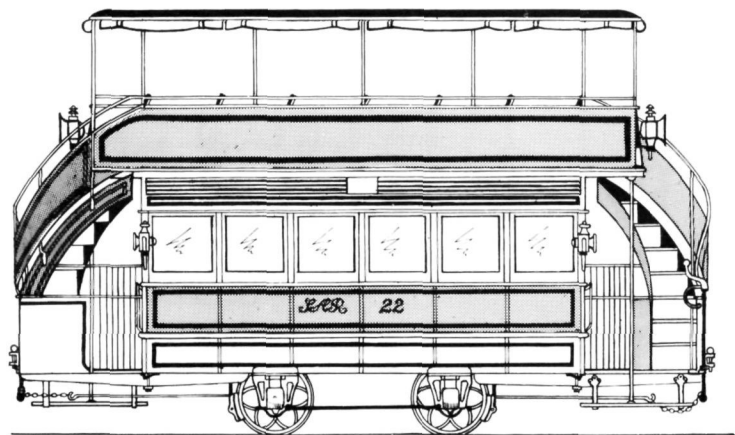
May Bros. Gawler Station Yard.
James Martin. Murray/Carlton Sts.
Roediger's. Murray/Finness Sts.
Dowson's Mill. Cowan/Murray Sts.
Tramway Freight Yard. Cowan/Murray Sts.

The opening of the Gawler to Nuriootpa railway on 15 May 1911 and the extension to Angaston on 8 September 1911 resulted in the establishment of North Gawler railway station adjacent to the Murray St. (north) tram terminus. This greatly reduced the through passenger traffic on the tramway while the freight shed at the tram terminus was re-erected in North Gawler station yard and the tramway freight sidings were lifted by 1914. By this time three bus proprietors were meeting all trains at Gawler station and running in direct competition with the trams.

The P. Anthony enquiry of 1918 revealed some interesting aspects of the Gawler tramway opera-

Opened	Closed
1894	1933
1882	1932
1879	1898
1894	1930
1881	1913

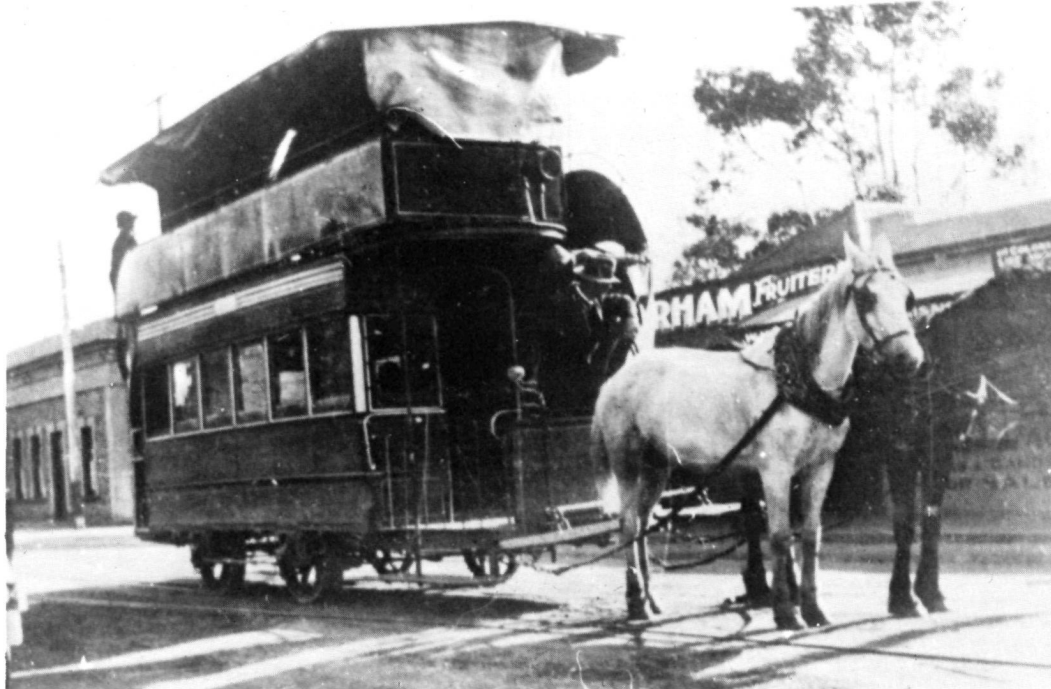
GAWLER CARS 22 & 20



tion. During the year ended 30 June 1918 a total of 56,263 passengers were carried, yielding £348. In addition goods delivered to "on line" sidings added only £240. With working expenses at £1231 p.a. the operating loss for 1918 was £643. The need to operate the horse cars with two horses, due to the Murray St grade, loaded these working expenses.

The tramway was divided into two fare stages or sections, at this stage, which divided the route at the Union Bank. The through fare in 1918 for adults was 2d., while one section amounted to 1d. A trip of any length cost a child 1d.

Mr. Anthony reported that it would be difficult to improve the financial situation of the tramway due to the competing bus services. The fare scale, however, could be increased, as it was then cheaper than the competing buses. The suggested increase was for the through trip to be 3d for adults, identical to that charged when the tramway opened, while one section could be raised to 2d. Another recommendation, to ease the financial loss, was for the tramway to be operated by private enterprise under contract, as had been the practice during the early years of operation of the undertaking.



*Horse car at the Gawler Town terminus, Murray Street
Gawler. - L.Kingsborough collection*

These recommendations were not immediately adopted but in 1924, under the Webb reorganisation, Mr. Hobart became the contractor for the passenger and parcels service while Mr. Ey was responsible for the goods operation.

During 1879 the SAR took delivery of its initial tramway type horse cars both for the Goolwa-Victor Harbour and Goolwa-Strathalbyn horse railway and the Gawler tramway. These orders were shared by Brown Marshall of Birmingham England and John Stephenson of New York U.S.A.

The two "English" type double decker Brown Marshall vehicles were delivered to the Goolwa railway. Although three Stephenson tramcars were ordered for the Gawler line numbers 67 and 69 were also used at Goolwa while No. 125 opened the Gawler tramway. One of the Brown Marshall tramcars soon joined the Stephenson car at Gawler where it operated until 1886 when it was exchanged with an "American" type tramcar operating on the Glanville to Largs Jetty railway. This was possibly Duncan and Fraser car No. 5 of 1883.

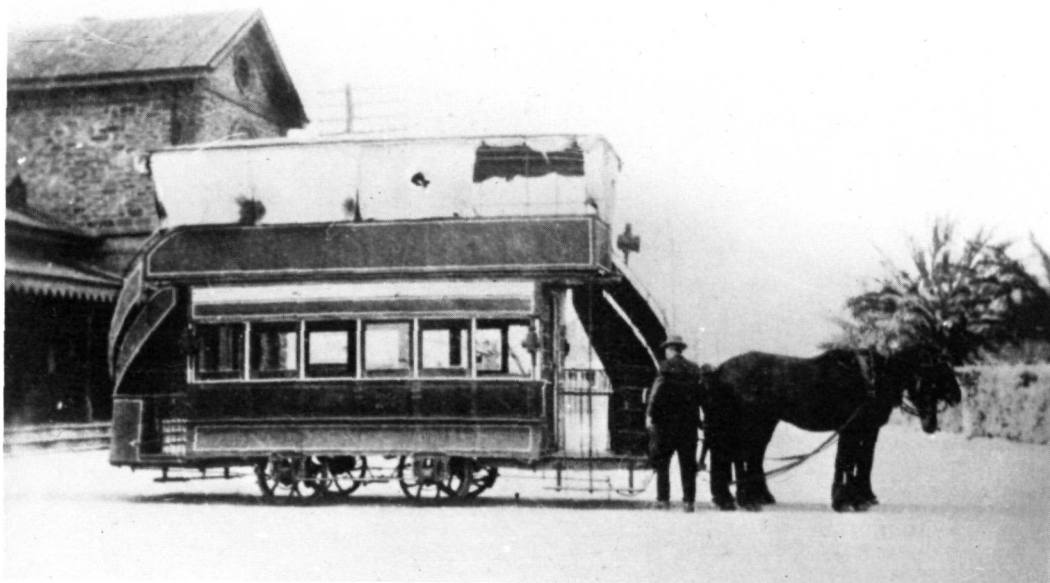
During November and December 1901 two new double decker tramcars bearing numbers 22 and 20 respectively and constructed by Duncan and Fraser entered traffic on the Gawler tramway where they remained until the closure in 1931. With the arrival of these new cars car 5 was

transferred to Moonta in 1902, but the movements of the other horse tram, number 125 are not known at this juncture.

Passenger service terminated on the Gawler tramway on 16 May 1931, but the track was still available for access to the James Martin factory at Carlton St.

The heavy engineering plant of James Martin constructed many railway steam locomotives from 1890, the 5'3" gauge vehicles being delivered to the main railway at Gawler along the tram tracks, while 3'6" gauge locos were hauled on a special transporter rail wagon. James Martin arrived in South Australia during 1847. Having been trained as a wheelwright he developed his own business at Gawler in 1848, he selected this location as the town was located on the main road to the developing agricultural and mining areas of the state. By the time of the Victorian gold rushes of 1851-2 Martin was employing 15 men in his business, but due to the economic decline of that period he closed his undertaking and tried his luck on the goldfields.

Towards the end of 1852 his business was reopened and entered into a period of steady growth. In 1890 the plant produced its first steam locomotive for the SAR, a machine of the 4-6-0 Broad gauge R class No. 102. As it was delivered along the Murray Street tramway the town celebrat-



Horsecar 22 at Gawler Station circa 1920.
- Rev.C.B.Thomas collection

ed the event assisted by the erection of triumphal arches and bunting in the business area. The Gawler plant produced a total of 228 steam locomotives up to the delivery of SAR F 243 in mid 1915. The firm went into liquidation and was purchased by the Perry Engineering Co. who completed the balance of that F class order, No. 244 and 245, prior to the close of 1915. The next steam locos produced by Perry's at the Gawler plant were the final batch of 10 F class engines delivered during 1922.

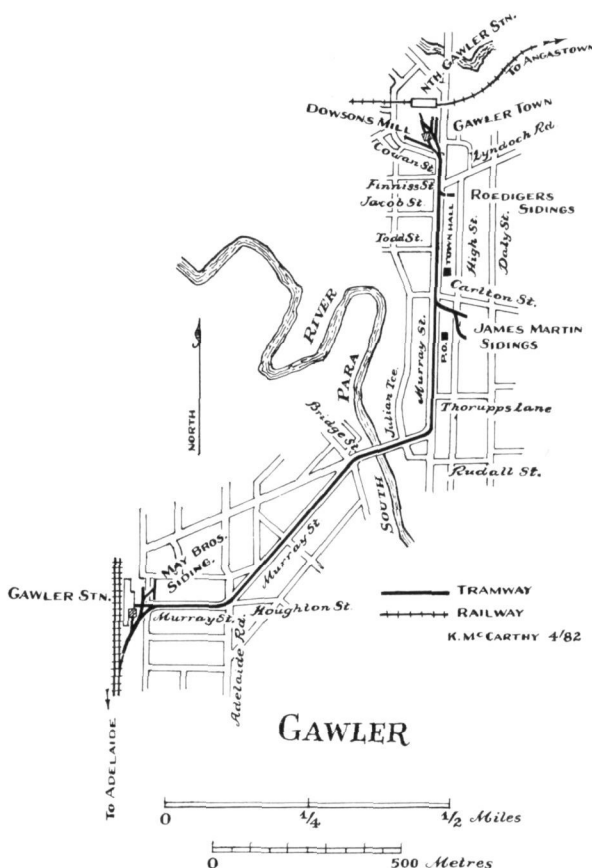
A decade later, however, the Gawler plant closed and Perry's transferred operations to their Mile End factory. The demolition of the Gawler undertaking commenced in May 1932 and the tram track was lifted at the end of that year when the machinery had been removed by steam locomotives and rail trucks along the former horse tramway.

On the closure of the tramway passenger service in May 1931 the two double deck horse cars 20 and 22 were towed to Islington Workshops by a rail mounted touring type inspection car.

Largs Railway S.A.³

The Rev. C.B. Thomas has been able to throw light onto horse tramway operation on the Glanville to Largs railway. This new material has been discovered in the papers of the Late G. Eardley.

The Largs Bay Railway and Investment Company opened a 1½ mile railway extension from



Glanville on the Port Adelaide to Semaphore line to the Largs Jetty on 23 December 1882. Although Port Adelaide was an established port the express mail steamers from England preferred to unload and take up passengers and mail off Glenelg and Semaphore saving several hours required to manoeuvre and berth at Port Adelaide. The two main opposition steam services, the P & O and Orient companies, used the alternative locations of Glenelg and Semaphore.

The main limitations of these two locations were their exposed positions and the need for lighters to transfer passengers and mail between the jetties and the large steamers on this service. The Largs railway terminated on a long jetty at which these mail steamers could berth.

For the first ten months of operation the Largs railway was worked by a loco and two cars hired from the Holdfast Bay Railway Coy, but from 29 October 1883 arrangements were concluded which resulted in the SAR working the line with two G class 2-4-0 Beyer Peacock tank locomotives 23 and 24 and two passenger cars. From April 1885 the two double deck self contained Rowan steam rail cars, built by the Societe Anonyme Franco Belge Ateliers de la Croyere, were used on the Largs railway during light traffic periods. These two units arrived in South Australia in April 1885 to work local services on the former Goolwa-Victor Harbour horse railway, a task for which they were

found unsuitable.

These steam rail cars were found satisfactory in their new role and conventional steam locos were then only used on the Largs railway when through trains from Adelaide met the steamers. These trains were usually hauled by 0-4-2 tank locomotives of the M class built by Avonside, for the Canterbury Railway in New Zealand.

During July 1885 one American horse tramcar was transferred to Glanville from Victor Harbour for use on the Largs railway and during the following year this was exchanged for an English horse car from Gawler. This railway was purchased by the government and placed under SAR control on 16 February 1891. the SAR continued to work the Largs railway with the two combination cars and these had their field of operation expanded to Outer Harbour when that extension opened on 16 January 1908. On 2 March 1910 the Largs railway along Jetty Road closed and the original tracks along Mead Street Peterhead, between Glanville and the new Largs Station, were replaced by a new route slightly to the west along private right of way. This marked the closure of tramway type operation on the railway beyond Glanville.

Moonta S.A. ⁴

Readers are referred to the October 1980 issue of this magazine for the historical development of the



Glanville Station 1905, the junction of the Semaphore, Largs and Birkenhead waterfront railways. M class 0-4-2T loco 47 is standing in the right hand platform. This was an Avonside loco purchased from the Canterbury Railway in New Zealand in 1881.
- Searcy collection

Wallaroo-Kadina-Moonta horse railway and the later expansion of the Moonta town tramway in 1895-6. Several additional items on this undertaking have been received since that article appeared and these details are presented here.

During November 1910 the SAR purchased two double deck tramcars from the Municipal Tramway Trust of Adelaide for the country horse tram services. Car 24 was taken to the Moonta tramway and No. 25 to Victor Harbour. These were single ended cars with a single rear staircase serving a large back platform. In SAR service access was possible to the lower deck saloon from the driver's front platform. The top deck was fitted with transverse seats each accommodating four passengers reached from a side aisle running the full length of the right hand side as in later "low bridge" double decker motor buses.

These two cars were thought to have been constructed by the Adelaide and Suburban Tramway Coy. in c. 1900 at their Marryatville Workshops and were 20ft in overall length and 12ft long over saloon. Built to the standard 4'8½" gauge, the SAR converted these two tramcars to 5'3" gauge by regauging the wheel sets and mounting the axle

boxes to a wooden sub underframe which protruded beyond the sides of the lower concave body side panels. A photo of car 24 (and not 25 as captioned) appeared on page 3 of the October 1980 issue standing in George St. Moonta behind a standard SAR car.

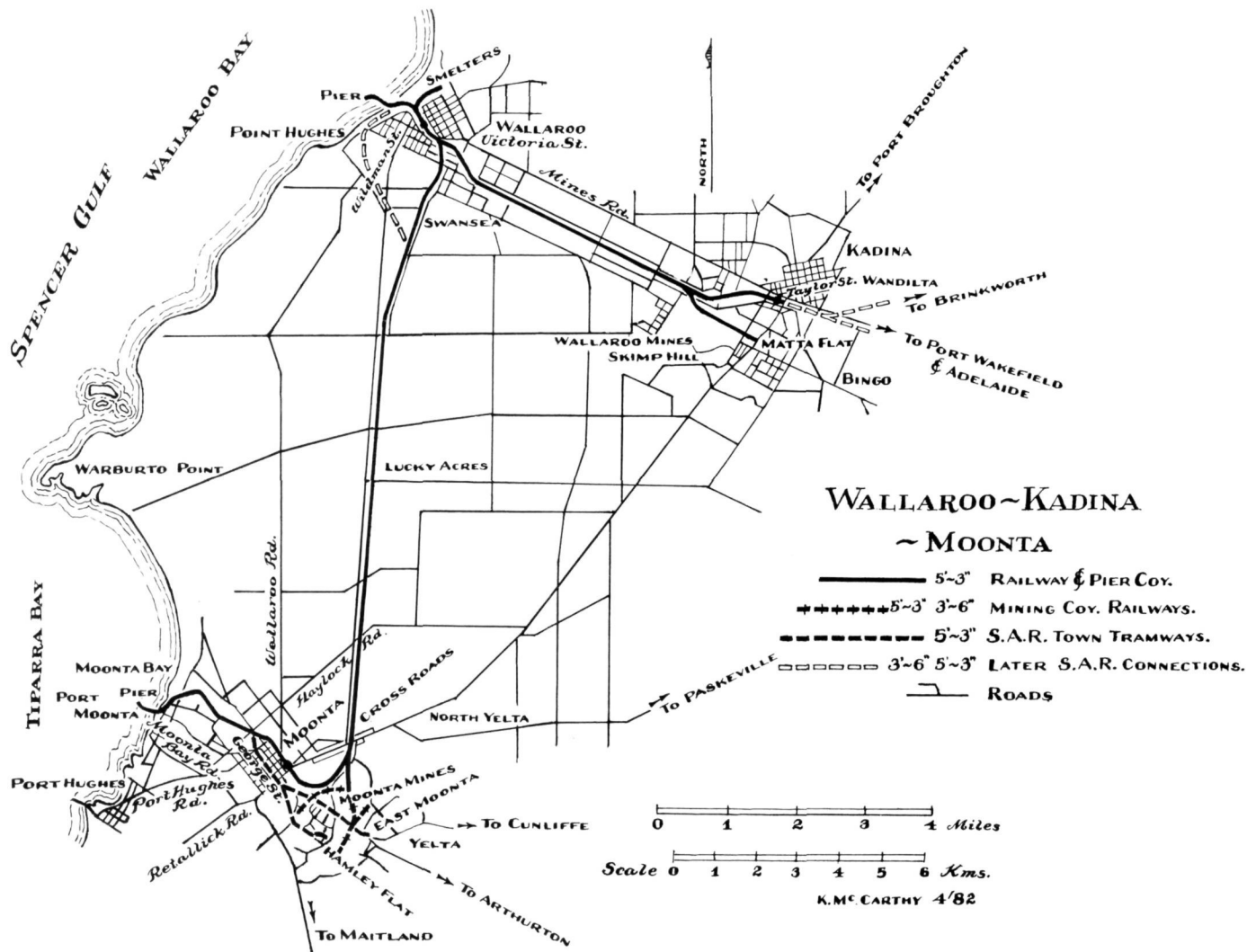
While in SAR tram service these two vehicles operated in both directions which proved to be a problem with the street working and passenger boarding routine in George St. Moonta.

For the year ended 30 June 1918 a total of 157,100 passengers were carried on the three Moonta routes to Moonta Bay, East Moonta and Hamley Flat which comprised a total of 5¼ route miles. The receipts of the tramway in the 1917-18 financial year was £1,293 while expenses only reached £932 giving an operating profit of £361. The capital value of the undertaking was £13,464 at that stage.

In 1918 a total of 9 tramcars and 9 horses were attached to Moonta depot. P. Anthony's report on the system noted that the cars were all well maintained and housed in a convenient tram shed with stables adjoining.



A total of eight horse cars in George Street Moonta, heading for Moonta Bay circa 1910. This is reproduced from a very poor original photo, but the unusual nature of the subject takes precedence over the quality. The Brown Marshall 'English type' tramcar is at the head of the line up.
- L.Kingsborough collection



Mr. Anthony recommended that as there was no prospect of the traffic increasing in volume, the financial returns could be improved by increasing the adult fare of 2d. from Moonta to East Moonta or Hamley Flat to 2½d. This was expected to increase the income by £212 p.a.

A rolling stock return for 30 June 1921 indicates that 9 cars were still attached to the Moonta tramway consisting of 2 "English" style cars and 7 "American" type trams. One of the "English" cars was a Brown Marshall double decker which had been attached to the system since the turn of the century. This was an 8 windowed double ended car, 14ft. over saloon with back to back longitudinal seats along the open top deck, while the other "English" style tram was No. 24, the former MTT vehicle.

The 7 "American" type cars were standard SAR six windowed double ended double deck trams, 12ft over saloons with longitudinal back to back seats on the top deck. Light top deck covers were generally carried on summer, but were removed during the cooler winter period. It is perhaps relevant to record that the two later Gawler cars carried permanent top deck roofs with canvas side curtains. Although based on the John Stephenson of N.Y. design, most of these "American" cars were constructed by Duncan and Fraser of Adelaide on John Stephenson trucks.

As related in the October 1980 issue, after the

closure of the Moonta tramway in 30 April 1931 "American" type Duncan and Fraser tramcars 5 & 6 were transferred to Victor Harbour and the rest of the fleet either broken up or sold as sheds.

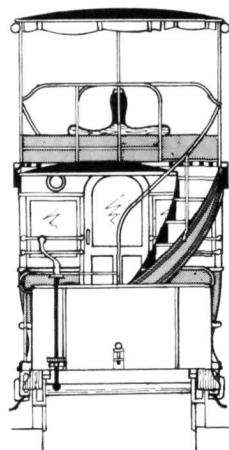
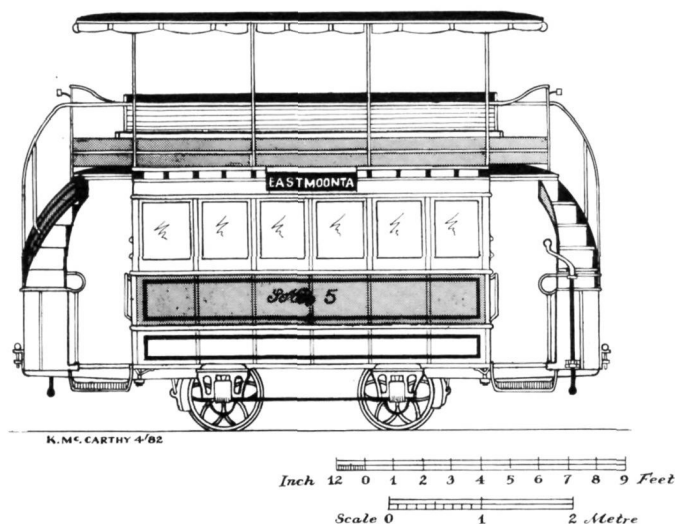
One of the "English" tramcars, the 8 window Brown Marshall vehicle, was sold and mounted on a solid rubber tyred truck chassis by its new owner as a showman's caravan trailer. After c 1940 it found a permanent resting place as living quarters on the banks of the Camden Haven River at Laurieton N.S.W. where it stood in reasonable condition until 1978 on the eve of its 1979 centenary. (See TW August 1971).

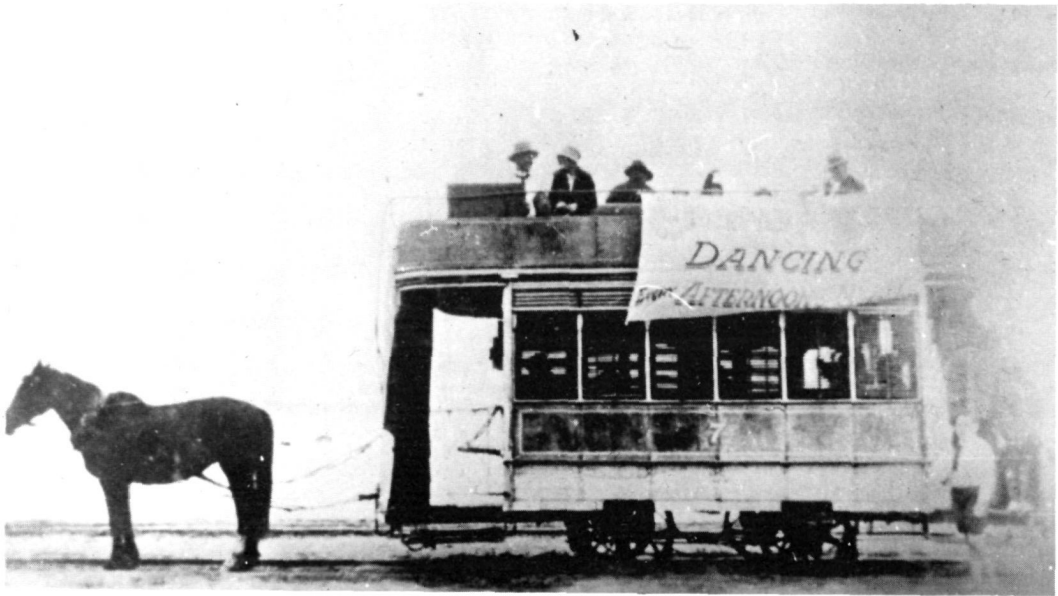
Another of the Moonta cars, an "American" type by Duncan and Fraser, has been restored and is on display at the National Trust museum at the former Moonta Mines school.

Victor Harbour to Granite Island Tramway S.A.⁵

The history of the Goolwa to Port Elliot horse railway has been thoroughly treated by A. Stempel in the ARHS Bulletin No. 199 of May 1954 and in the book "South Coast Limited" by K. Bird. The 5'3" gauge Goolwa to Port Elliot railway opened in May 1854 and by the time that this isolated railway system was linked with the through line to Adelaide in 1884 and steam traction was introduced on the previously horse worked sections in April 1885, the horse routes had extended into a system of approximately 35 miles extending from Strathalbyn to

STANDARD MOONTA CARS





Victor Harbour Brown Marshall tramcar 7 in the single ended state just prior to withdrawal in the 1920s.

- Rev C.B. Thomas collection

Victor Harbour. When converted to steam operation the horse vehicles on the railway consisted of 12 passenger cars and 93 goods trucks. Of this total at least four passenger cars were of standard tramway design. These had been delivered in 1879.

The horse railway was extended from Victor Harbour jetty to Granite Island during 1875 along a causeway and bridge to reach new jetties protected by the island which could accommodate deep draught sailing vessels. After the conversion of the Goolwa railway to steam operation horses continued to handle most of the traffic between Victor Harbour and the island.

During 1894 a passenger horse tramway service was established between Victor Harbour and Granite Island, a distance of 1 mile 75 chains, mainly as a tourist service. A six windowed double deck Brown Marshall tramcar, which had been delivered to the Goolwa railway in 1879 was transferred to the Victor Harbour working. This double ended tramcar carried number 7. It had operated on the Goolwa railway between 1879 and 1887 when it was transferred to Kadina to work the Wallaroo to Moonta horse railway from 1887 to 1891. With the conversion of the Wallaroo to Moonta railways from 5'3" gauge to 3'6" gauge steam operation the horse car was taken to Islington until needed at Victor Harbour in 1894.

Car 7 was joined by another double decker car No. 25 in 1910. This was purchased with No. 24

from the MTT in Adelaide and was a double deck single ended tramcar identical to No. 24 as described in the Moonta section of this article. Both tramcars operated to Granite Island until 1929 when No. 25 was withdrawn from traffic leaving No. 7 to carry on alone for another two years.

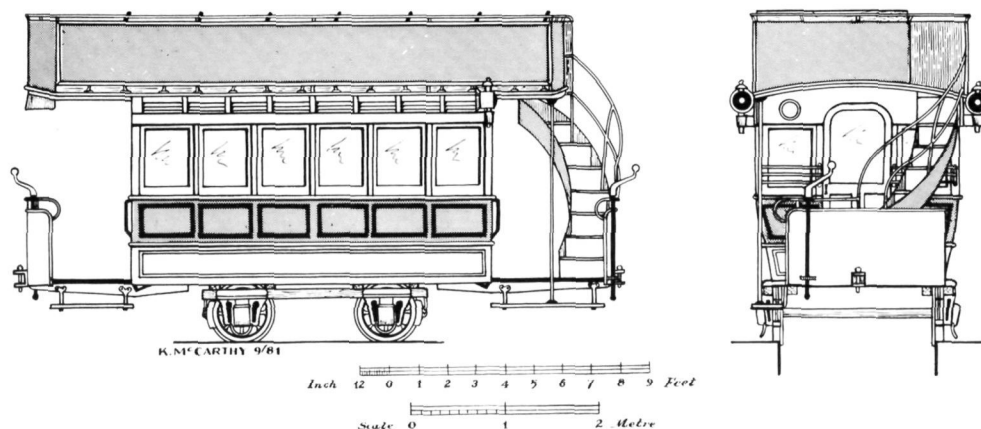
During the 1920's car No. 7 was converted to a single ended vehicle by the removal of one staircase and the extension of the top deck at one end over the driver's platform. The reason for this conversion is not clear as the Victor Harbour trams were always operated as double ended cars. Perhaps the conversion was done so that the tram would match ex Adelaide car No. 24.

After the closure of the Moonta tramway in April 1931 the two cars in best condition, numbers 5 and 6 were hauled to Islington Workshops for an overhaul behind a tourer type rail car and then forwarded to Victor Harbour in time for the 1931-32 summer season. Car 7 was then withdrawn from traffic.

During the 1930's and 40's the two horse cars operated the service at 2d. for adults and 1d. for children, and the undertaking was operated by the Honeyman family under contract to the SAR.

Approximately every two years the two horse cars were towed to Islington workshops during the winter months by rail cars for overhaul. During the winter of 1948 the trams were extensively rebuilt; the body side rubbing rails were removed and the

S.A.R. NO. 24 & 25 EX M.T.T.-A & S.T. COY.

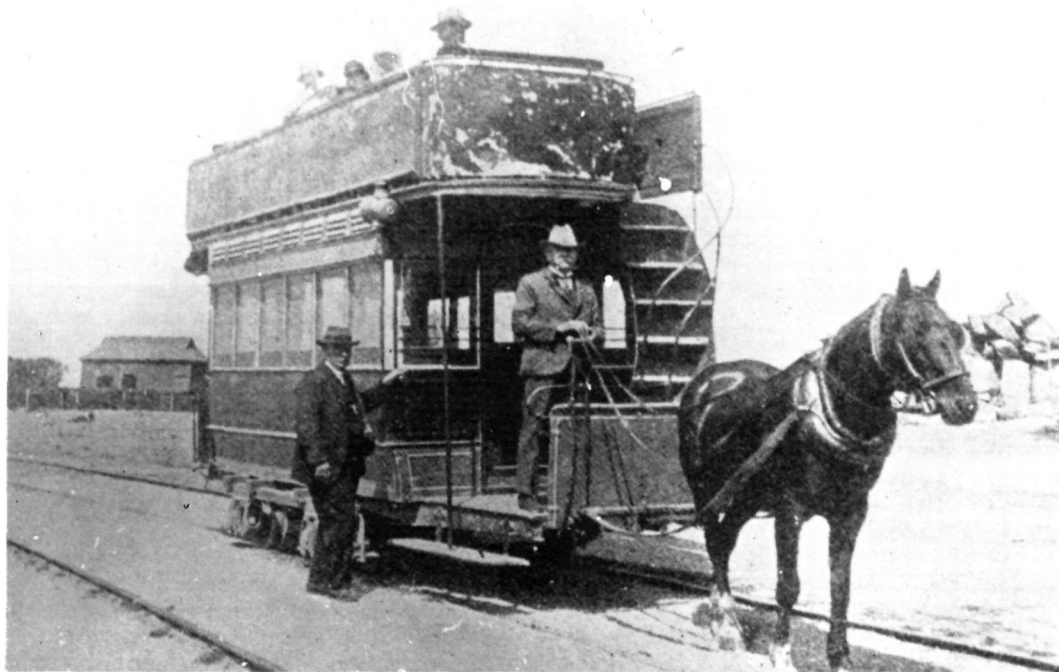


wooden side panels replaced by sheet metal.

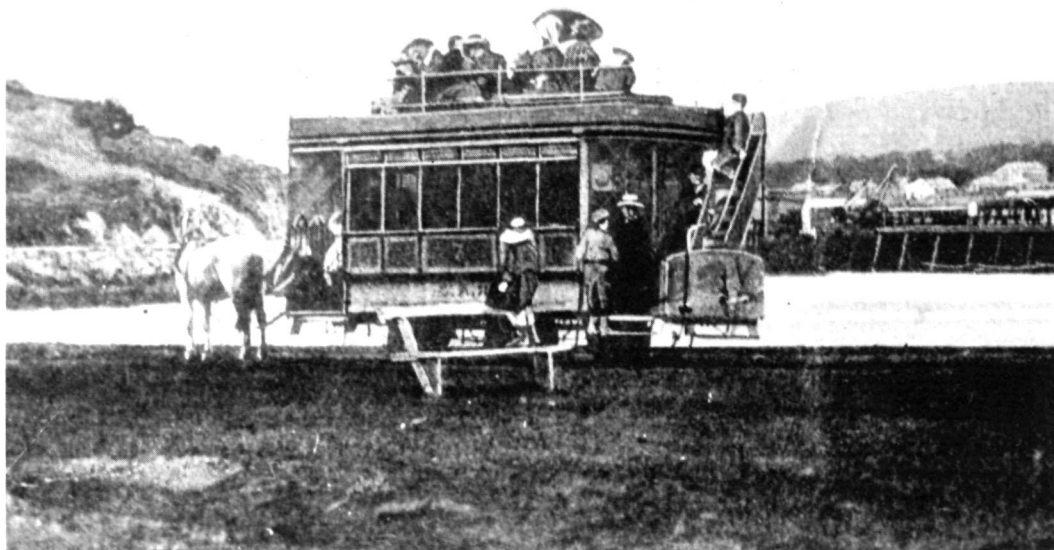
Due to the need to rebuild the causeway bridge between Victor Harbour and Granite Island the horse car service ceased at the end of the tourist working in May 1955. Tramcars 5 and 6 were sold for £10 each. Number 5 was obtained by the Granite Island kiosk owner and worked on the

Island on the remaining tracks during the 1955-56 season and with the removal of these rails, was placed on static display. This car soon suffered from the effects of the weather and vandals and was finally disposed of by pushing into the sea.

Car number 6 was placed on static display in front of a service station at Auburn S.A. and by



Former Adelaide and Suburban Tramway Company tramcar 25 at Granite Island. The extended underframe and truck can be seen mounted on wheels regauged from 4ft 8½in to 5ft 3in. - Rev.C.B.Thomas collection



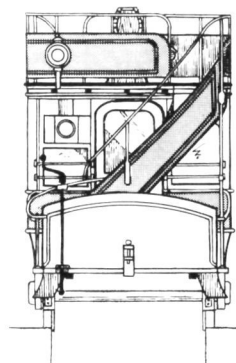
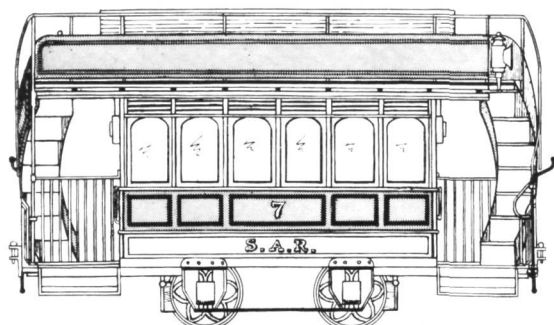
'English type' horse car 7 at the Granite Island terminus of the Victor Harbour tramway circa 1910. - Rev.C.B.Thomas collection

1970 had reached an advance stage of decay. This tram was sold in 1971 to a private U.S.A. museum and was shipped from Port Adelaide on 1 May 1971.

Restoration of Horse Car 6 ⁶

Recent contact made with Mr. John Stevens of the Branford Electric Railway Museum at East

GOOLWA ~ VICTOR HARBOUR CAR 7



Haven Connecticut now enables further movement of car 6 to be revealed.

SAR horse car 6 has been thoroughly restored as a single deck saloon at "Johnsonville", an industrial museum established on the site of a waterpowered cordage mill and was purchased some years ago by Mr. Raymond Schmitt to keep this mill in operation.

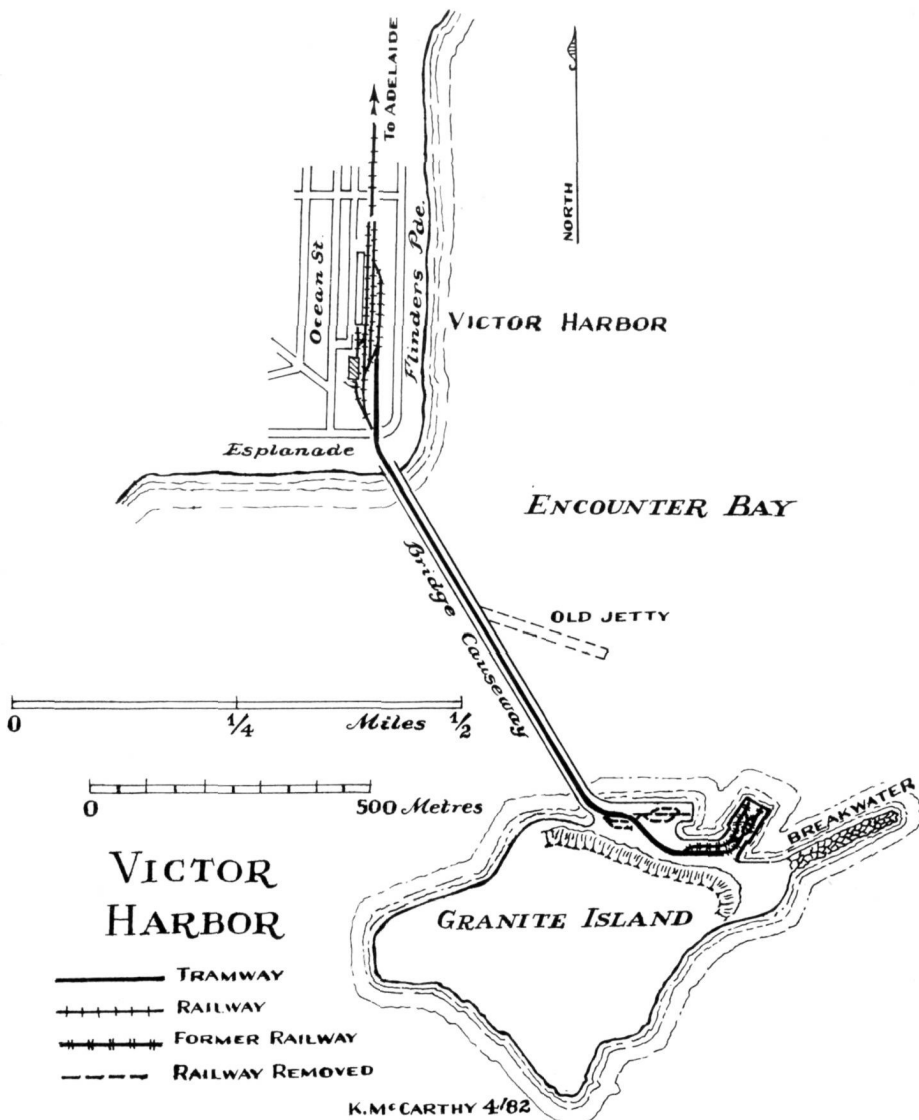
Unfortunately the main mill building was struck by lightning and burnt to the ground but the surviving buildings have been restored and the complex now houses a large antique collection.

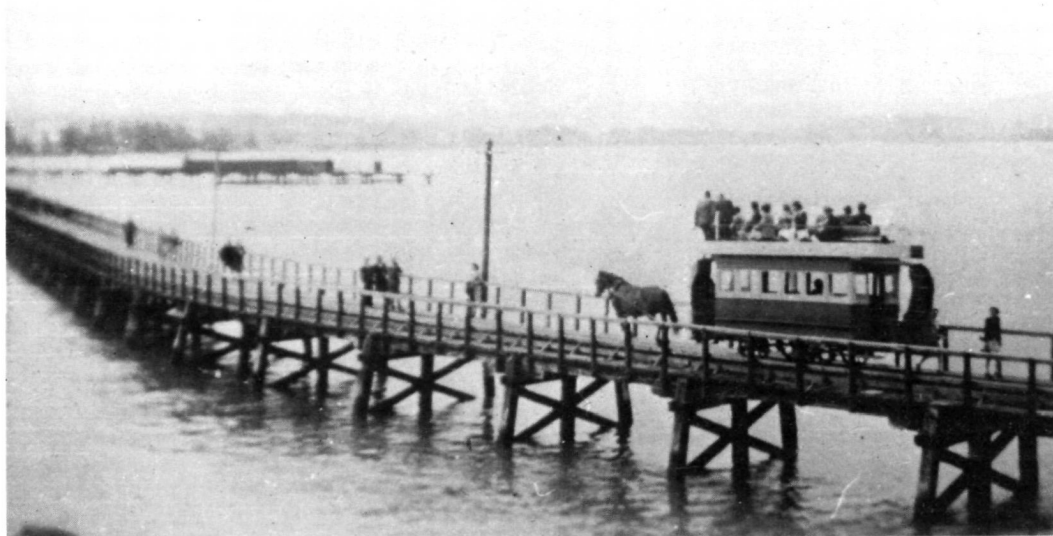
The collection is opened from time to time for

public inspection and John Stevens was able to photograph the car in April 1980 when the hall containing horse drawn vehicles was opened during a traction engine rally. The photos reveal that no expense or efforts were spared in the reconstruction of the horse car.

Horse Car Rosters.

The following rollingstock list of conventional horse tramway vehicles used on the SAR systems is presented with the hope that readers can contribute additional material which will enable a complete picture to be published in the future.





Victor Harbour horse car leaving Granite Island circa 1946.
- Rev.C.B.Thomas collection



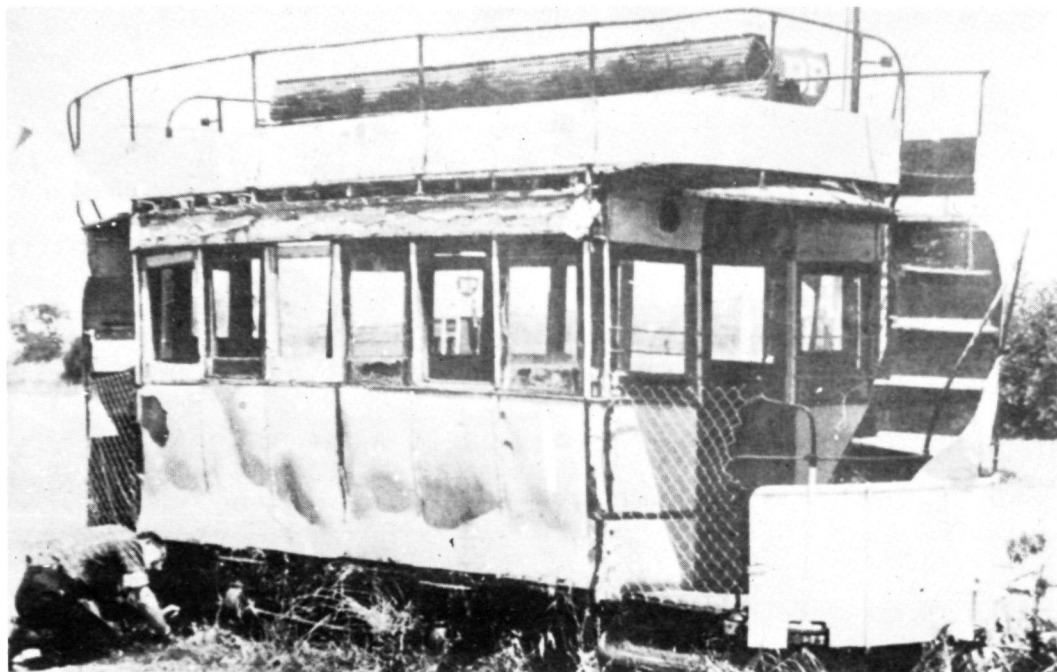
Horse car 5 unloading tourists at Granite Island in 1946.
- Rev.C.B.Thomas collection

Horse Car locations 1921 All cars mounted on four wheels.

Gauge & Location	S.A.R. No.	Builder	Date	Type	Origin	Disposal
Moonta 5'3"	24	Adelaide Suburban Tramway Coy.	c1900	"English" Single end, dd transverse top seats, 12ft x 6 window saloon	MTT Adelaide Nov. 1910 At Moonta c1910-1931	Dismantled 1931. Staircase one end only.
Moonta. 5'3"	?	Brown Marshall England	1879	"English" Double end, dd longitudinal top seats, 14ft x 8 window saloon.	Built for Goolwa where situated 1879 to c1884 At Moonta by 1910.	Sold 1931. at Laurieton NSW c1940 on road wheels. Removed 1978.
Moonta. 5'3"	5	Duncan & Fraser. Adelaide.	1883	"American" Double end, dd longitudinal top seats, 12ft x 6 window saloon.	At Goolwa 1883-1885; Largs 1885-1886; Gawler 1886-1902; Moonta 1902-1931.	Transferred to Victor Harbour 1931. Last operated 1955-6. Then to static display at Granite Is. Destroyed.
Moonta. 5'3"	6	Duncan & Fraser. Adelaide.	1883	"American" Double end, dd longitudinal top seats, 12ft x 6 window saloon.	At Moonta c1895-1931.	Transferred to Victor Harbour 1931. Last operated 1954-5. Static display at Auburn SA to 1971. To USA May 1971. Restored as sd car East Haddam USA



Victor Harbour horsecar 6 waits while the horse 'runs around' before returning across the causeway to Granite Island. 1952.- A.W.Perry



*Former SAR horse car 6 at Auburn S.A. prior to shipment to the U.S.A.
- Tramway Topics, May 1967*

Gauge & Location	S.A.R. No.	Builder	Date	Type	Origin	Disposal
Moonta 5'3"	*	?	?	"American" Double end, dd longitudinal top seats, 12ft x 6 window saloon.	At Moonta to 1931.	Sold as shed 1931. Retrieved by Moonta Branch of National Trust. Restored at Moonta Museum.
Moonta 5'3"	*	?	?	"American" Double end, dd longitudinal top seats, 12ft x 6 window saloon.	At Moonta to 1931.	Disposed on closure of Moonta tramway 1931.
Moonta 5'3"	*	?	?	"American" Double end, dd longitudinal top seats, 12ft x 6 window saloon.	At Moonta to 1931.	Disposed on closure of Moonta tramway 1931.
Moonta 5'3"	*	?	?	"American" Double end, dd longitudinal top seats, 12ft x 6 window saloon.	At Moonta to 1931.	Disposed on closure of Moonta tramway 1931.

Gauge & Location	S.A.R. No.	Builder	Date	Type	Origin	Disposal
Moonta 5'3"	*	?	?	"American" Double end, dd longitudinal top seats, 12ft x 6 window saloon.	At Moonta to 1931.	Disposed on closure of Moonta tramway 1931.
Gawler 5'3"	20	Duncan & Fraser Adelaide	1901	"American" Double end, dd transverse top seats, 14ft x 6 window saloon. Top deck canopy.	At Gawler 1901 to 1931.	Transferred to Islington Workshops on closure of Gawler tramway. Believed dismantled, 1931.
Gawler 5'3"	22	Duncan & Fraser Adelaide	1901	"American" Double end, dd transverse top seats, 14ft x 6 window saloon. Top deck canopy.	At Gawler 1901 to 1931.	Transferred to Islington Workshops on closure of Gawler tramway. Believed dismantled, 1931.



*Former SAR horsecar 6 restored as a single deck car at the Johnsonville Museum, Connecticut U.S.A.
- John Stevens*

Gauge & Location	S.A.R. No.	Builder	Date	Type	Origin	Disposal
Victor Harbour 5'3"	25	Adelaide Suburban Tramway Coy.	c1900	"English" Single end dd transverse top seats, 12ft x 6 window saloon.	MTT Adelaide Nov. 1910.	Used at Vict. Harbour 1910 to 1929, then dismantled. Staircase one end only.
Victor Harbour 5'3"	7	Brown Marshall England.	1879	"English". Double end dd longitudinal top seats, 12ft x 6 window saloon.	Built for Goolwa where situated 1879 to 1887; Kadina Moonta 1887-1891; Vict. Hb. 1894-1931.	In later years at Victor Harbour stair case at one end removed. Believed dismantled 1931.
Port Broughton 3'6"	?	?	1876	"English" Resembled a horse coach. Single compartment with transverse seats. S.d.	Built for Pt. Broughton tramway.	Disposed after closure of passenger service 1924.
Port Broughton 3'6"	4	Rebuilt by S.A.R.	Rebuilt 1894	"American". S.d. 10ft x 5 window saloon.	3'6" gauge car rebuilt for Port Broughton from 5'3" gauge car no. 4	Disposed after closure of passenger service 1924.

* These 5 cars were possibly:

No.	DATE	BUILDER
1	1897	Duncan & Frazer
2	?	?
3	1894	SAR Condemned 1892, Rebuilt and reissued to traffic 1894.
8	1897	Duncan & Frazer
9	1897	Duncan & Frazer

Notes:- SD:- single decker vehicle.

DD:- double decker vehicle.

12ft x 6:- 12ft long saloon with six windows on each side.

"American", "English":- Official SAR description. Not necessarily built in those countries.

The writer acknowledges the help given by Rev. C.B. Thomas, Messrs. G. Harbison, D. Estell, K. Magor and R. Willson in the preparation of this article.

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*Interior of former SAR horsecar 6 after restoration.
- John Stevens*

WELLINGTON 135

Return to service on the Western Springs Tramway

By James Duncan



Wellington 135 with 257, September 1982. - James Duncan

For the past few years, any correspondence on this tram has always begun with: "Restoration continues. . . ." or "Work on this car is progressing. . . .". It is now pleasing to be able to write; restoration is complete and 135 is in passenger service on the Western Springs Tramway. This brings the total of restored cars to four and with Melbourne 321 makes five trams available for service.

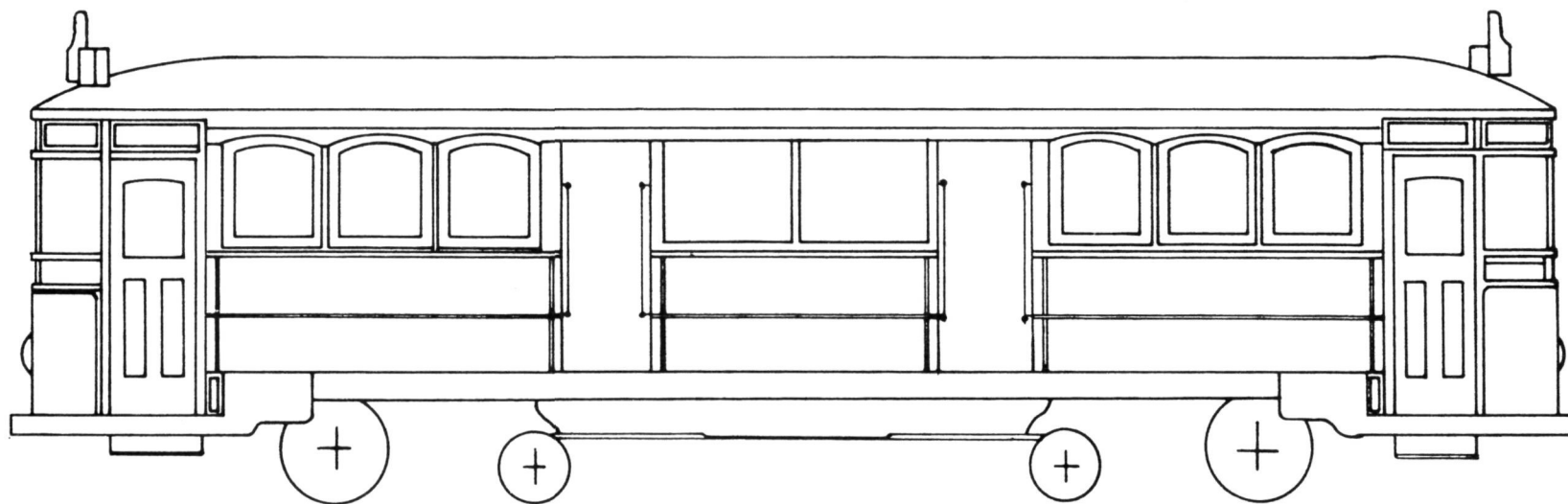
Restoration on 135 first began in 1967, but the need for larger cars to cope with more visitors to MOTAT made it necessary to delay restoration in favour of other vehicles and therefore the car lay unattended for the next few years. It was not until 1979 that work once again began in earnest. Early in 1982 IZB's ASB 1080 Club which had been sponsoring restoration of Wanganui trailer 21, agreed to transfer sponsorship to 135 as work had ceased on 21.

For those readers not in the know, the 1080 Club is formed by the membership of thousands of children who listen to Radio New Zealand's station 1ZB, on 1080 khz, every Sunday

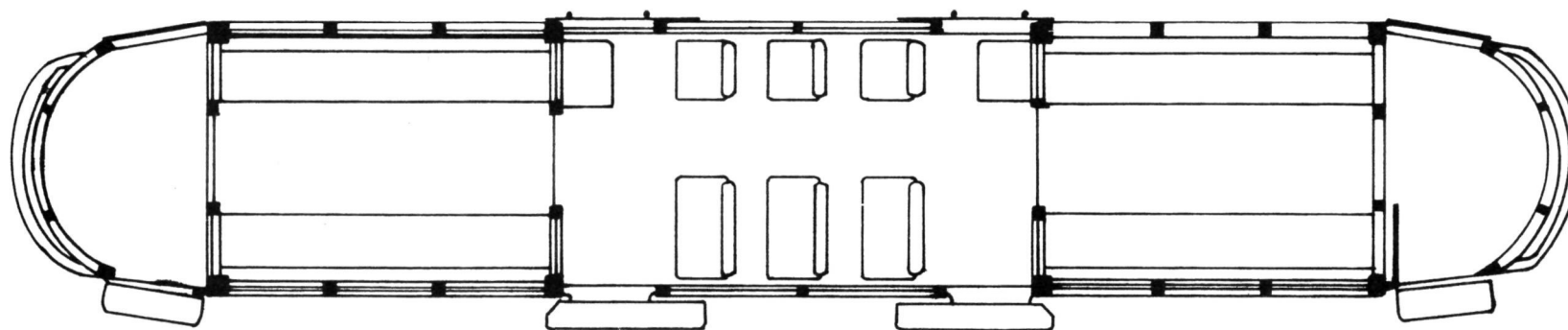
morning between 6.30 and 9.00 am. It is sponsored by the Auckland Savings Bank. At this time requests by the children for songs and stories are broadcast, and also, events and outings, etc, are organised. The charges made for members to attend these outings, together with financial backing from the Bank, forms the sponsorship for projects such as 135.

Meanwhile, back in the workshop, restoration on 135 continued at a fairly leisurely pace until May 1982 when it was decided that it should be complete by August and to this end the target date of Saturday 21 was set. This pleased the 1080 Club organisers who then organised a competition for the children, the winners of which would be the first passengers to ride on the car on the 21st.

The pace of restoration began to quicken, as did electrical and mechanical work; the motor armatures were sent away for cleaning and pressure impregnating/varnishing and skimming of the commutators. Wooden components began to return to the car; the centre compartment has been restored to its open



feet 0 2 4 6 8



WELLINGTON DOUBLE SALOON TYPE TRAMCAR WITH ENCLOSED CENTRE SECTION

This drawing represents cars 100 to 163 which were 39 ft overall length. Cars 92 to 99 were 38 ft overall length. Redrawn by Peter Hallen from WCCTD original.

state, which required the pillars to be respaced and new pedestals for the seats to be cast. Finally, exterior paintwork was begun and MOTAT's signwriter, Allan Gardiner, took on the task of completing the under and final coats of paint, lining out, numbering and lettering.

During the final fortnight before the car was due for out-shopping the midnight oil was burned rather heavily, with seating being completed, motors reassembled, tested and installed and the bogies rolled back under the body. One last minute hassle involved the manufacture of two new motor bearings (thrust aside) as the originals were found to be badly distorted and could not be repaired. The controllers were stripped, cleaned and re-assembled and refitted on the car.

On Monday 16 August 135 was driven from road 2 to road 1 of the workshop, where the brakes were adjusted and other mechanical work completed while the car was over the pit. Thursday came along all too quickly and Mr. Laurie Everiss, the honorary inspector, took the car for its test run and was exceedingly impressed. On Friday night the finishing touches were added and the last member left at 2.15 am!

During the weeks leading up to 21 August, radio 1ZB publicised the completion of the car and on the day 1080 Club members were admitted free to MOTAT and received a free tramride.

Saturday 21 dawned, and a very thick fog greeted the first members to arrive at 8.30 am. 135 was dutifully cleaned and final coats of paint applied to the driving platforms. At 9.30, Wellington 256 was despatched to begin the

service by which time the fog had lifted and unveiled a fresh, clear day. Wanganui steam motor 100 was fired up and by 10.00 had a full head of steam. The invited guests and, of course, a large group of children and parents had gathered by 10.30, where upon 135 rolled out from under the workshop shelter and stood by the Pioneer Village, where speeches began. The crew, motorman John Wolf and conductors Jeff Grobбен and James Duncan waited with the car, resplendent in uniforms.

Short speeches were made by representatives of the 1080 Club and MOTAT. The Chairman of the Tramway Division, Ian Mison described how, as a conductor with the Wellington Corporation Tramways, he arrived at work one day in 1957 to find a group of people photographing three trams lined up in front of the Newtown barns. They were members of the Old Time Transport Preservation League which had just been presented with 135. At the time Ian thought the photographers were not all in their right minds, after all, what sane person would photograph something as mundane as a tramcar? Little did he realise that seven years later he would have joined the group and soon started the restoration of 135.

After the speeches, the 30 prize winners of the "Draw a picture of 135" competition and their parents, boarded the tram and it moved off up the rise, past the Village and out the gates on to the Zoo line. After a trip to the Zoo and back, the invited guests and others then packed the tram, and after a three bell signal (full car, do not stop) was given, 135 made the trip once more to the Zoo. Upon arrival back at MOTAT the guests went inside the

Wellington 135 during rebuilding - Peter Hallen



museum to a luncheon and 135 went into traffic which for a Saturday was quite heavy and so Melbourne 321 was pressed into service and with the two Wellington cars (135 and 257) a very busy afternoon passed by. Even 135's last trip for the day, leaving the Zoo at 5.10pm, was fully loaded.

Sunday saw the three cars in service again and late in the afternoon a TV New Zealand crew arrived on the scene and for the next ten minutes filmed 135. The edited result lasted about 60 seconds and was shown on the Wellington news the following Tuesday night.

DETAILS OF 135

One of a series of 69 cars numbered 92 to 160, commonly known as double saloons, 135 entered service on 6 January 1921 and was withdrawn from traffic on 25 January 1957 and presented to the Old Time Transport Preservation League on 17 June 1958. It was stored at the Newtown tram barns until after the closure of the Wellington system on 2 May 1964 when it went by road to Auckland together with five other Wellington cars. All property of the OTTPL was transferred to MOTAT.

Built by the Wellington City Corporation Tramways Department at the Kilbirnie workshops this series of cars were a straight sill maximum traction design with two end saloons and an open centre with crossbench seating. There

were end entrances as well as four in the centre, which were protected by canvas weather blinds. The centres sections were closed in between 1931 and 1935 at which time end doors were added.

Length:	39ft
Height:	11ft 8in
Width:	7ft
Gauge:	4ft
Bogies:	Brill 69E maximum traction
Motors:	2 x GE203, 50hp
Controllers:	GE B35
Brakes:	Straight air, type GE JS and rheostatic in conjunction with magnetic track shoe Hand operated wheel brakes

135 has been restored back to 1921 condition with open centre section and chocolate and cream paint scheme. To make the car finally complete the Wellington coat of arms are to be placed on the end saloons on both sides of the car.

A vote of thanks must go to the Auckland Savings Bank, Radio 1AB and the members of the 1080 Club, MOTAT's signwriter, Allan Gardiner, the countless people who gave advice, information or encouragement, and of course, the members of the Tramway Division who assisted in the work, for getting 135 restored and operational on the Western Springs Tramway.

Wellington 135 towers over 257 and W2 321. - James Duncan



★ Museum Notes and News

BALLARAT . . .



Ballarat Tramway Preservation Society

Annual General Meeting

The well attended Annual General Meeting was held on Sunday 10 October 1982 at the depot.

The following Board Members were elected:

President	F.Hanrahan
Ballarat Vice President	L.Doull
Melbourne Vice President	P. Winspur
Secretary	R.Gilbert
Treasurer	C.Dean
Members	A.Bradley
	S.Butler
	C.Duncan
	G.Jordan
	P.McDonald
	A.Mitchell

As Melbourne was introducing a restaurant tram, Ballarat considered that it would also be appropriate there and thus in a limited way 38 was used when afternoontea was taken on board during a trip after the meeting.

Ballarat 18

At the AGM it was announced that the Sebastopol Borough Council had agreed to donate tram 18 to the Society.

This car was built in 1913 by Duncan & Fraser as the last of an order for ten drop end four wheel California combination cars for the Prahran & Malvern Tramways Trust and carried number 63, which it continued to carry as an M&MTB H class car. It was the only car of its class sold for further service, going to the Electric Supply Co. at Ballarat in 1931. It eventually was rebuilt into typical Ballarat enclosed one-man style.

In 1964, 18 was decorated for the centenary of the Borough of Sebastopol and after the Ballarat tramway system closed in 1971 it was donated by the SECV to the Sebastopol Borough Council.

On 30 September 1971, eleven days after the closure, 18 was driven to the corner of Sturt and Drummond Streets (thus being the last car to operate in the city area), and was then towed by tractor, due to the dismantling of the overhead, to Vickers Street Sebastopol where it was derailed and moved on steel channels to Victory Park and placed in a roofed and wired enclosure. The tram and enclosure were moved across a road a few years later to make way for squash courts.

Until recently 18 was reasonably well protected from the elements and vandalism, but by mid 1982 vandals had broken windows and damaged fittings. After two approaches by the Society, the Council agreed to hand the car to the Society.

On Tuesday 2 November several members removed the wire and concrete base from one end of the enclosure and pushed the car out onto short lengths of rail from where it was loaded by crane onto a low loader and taken to the depot.

Damage to the car is reasonably minor and may be covered by insurance. It is anticipated that it will be returned to service within the next twelve months.

Around The Depot

Car 18 is being rebuilt with open ends and crossbench seating. This involves rebuilding the bulkheads and one end is nearly complete.

W3 661 is being repainted from green to chocolate and cream.

The kitchen and toilet facilities are almost complete. Fluorescent lighting is being installed in the pit. The arrival of 18 has forced a clean up of the depot. As part of this action, light rail has been laid along the back wall for the storage of wheel sets which have had to be removed from the depot tracks.

ALBION PARK . . .



Illawarra Light Railway Museum Society

Trackwork

On 26 and 27 October the local quarry firm of Cleary Brothers carried out the culvert earthworks across the swamp at the north east corner of the museum's leased property. This firm had arranged to carry out this work on 9 September but heavy rain caused it to be postponed. The culvert extends for some 40 metres and required almost 200 tonnes of gravel in its construction. 2 ft diameter pipes were laid in the swamp while 18 in pipes were used at the fire trail ditch.

Work commenced on 30 October laying the remaining 80 metres of main line track across the culvert with the circuit being completed on 27 November. It is expected that trains will be traversing the completed circle by the steaming day on Sunday 12 December. With the end of push pull operation, it is planned to make up all trains over the summer holiday period with two cars.

The main line points on the northern side of the swamp were completed on 23 October. Although the society has a considerable quantity of 45 lb main line point components there is a shortage of mating long blades. Brian Holmes has overcome this problem by machining blades, when required, on the local technical college planing machine.

Turntable

A small standard gauge turntable arrived at Albion Park on 30 October. This was obtained from the Stockrington Colliery on the Richmond Vale railway where it was once used to turn the Cadillac rail motor. Coal and Allied were approached in June and generously donated the relic to the ILRMS. The table was dismantled during the first week in September and delivered by Brambles.

This turntable will be converted to dual gauge in such a manner that the original appearance will not be materially altered.

Rolling Stock

The second of a pair of long wheelbase drop centre bogies was fitted to QR rail motor trailer P119 on 4 September. Clearance tests were completed on the main line on 25 September and the car entered revenue service on Sunday 10 October due to heavy rain on that day and the consequent need for a closed car.

These new bogies have lowered the car so that it is easily accessible from the station platform by way of one intermediate footboard step. This car, coupled with open sided car 1 will form a train on regular operating days on the completed main line circuit.

Considerable progress was made on the external restoration of former Melbourne cable trailer 430 during August and September. In that period one side was completed, together with a letter board and by mid October work was completed on the renewal of the end body bulkheads. New window sill members have been prepared for the remaining side of this car, but further work was deferred during November so that all efforts could be concentrated on the completion of the main line trackwork.

Locomotives

The society recently outlined its various activities in the local press and radio and invited retired people with expertise to join in work party activities. There were several responses; one being received from Jim Gilbert, a retired Marine Engineer.

Jim has carried out considerable work on the Davenport loco in recent months. Valves have been refaced, valve rods renewed and machined, worn stop valves replaced by genuine steam fittings and the patch up efforts carried out on the locomotive during the days before it came into the hands of this museum, have been rectified.

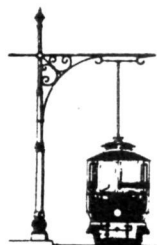
The performance of this loco (1517/1596 of 1915/1917) should soon be comparable with that of the 1920's when it worked on the Cordeaux Dam construction west of Wollongong.

Boiler tickets were renewed in July during the annual inspection visit. The inspector was also able to give verbal approval to the condition of the boiler barrel and tube plates of 'Burra', the 0-4-0ST 2 ft gauge locomotive (Hawthorn Leslie 3574 of 1923) which was used at Corrimal Colliery until circa 1965.

The Hudswell Clarke 0-6-0 loco *Cairns* (1706 of 1939) was turned by crane on 23 November so that it now faces west when in the compound and will operate clockwise around the mainline circuit.

LOFTUS . . .

South Pacific Electric Railway



WORKS

The water service was finally connected to the new Loftus site during March 1982. The Water Board installed a 6 in main from Loftus Avenue under the railway line into Pitt Street, to just short of the gates into the site. Two 1 in connections are manifolded to feed, via a meter, the 2 in supply pipe to the depot. Also provided are a 4 in Tee and stop valve, a 6 in Tee and stop valve and a hydrant. The two Tees are to respectively feed a hydrant main on the site and a fire sprinkler system. All this paraphernalia is neatly placed so as to be in the way of the possible loop line in Pitt Street. Dick Clarke handled this project for the society.

Tracks 1, 4, 5, 6, 7 and 8 in the new depot have been completed and except for 1 have been filled to rail head level. The ABV van has been moved to the front of 1 road.

The sheeting has been installed on more than half of the south end gable on the new depot. The remainder will be applied now that more urgent jobs are out of the way.

Tree planting was undertaken on Saturday 16 October as the initial step in landscaping the new site.

Rozelle depot was revisited on Saturday 23 October when, after an interval of some 10 years, work recommenced on recovering the pointwork. Four sets of right hand points were removed and a start made on lifting a 3 way point group. Further work parties will be necessary to lift the remaining pointwork. Despite the critical shortage of pointwork for the probable final requirements at Loftus, one 3 way point was made available, where it lay, to the Newcastle Tramway Museum.

NEW ARRIVAL

One item the society did not act quickly enough to obtain was an AEC Matador 4 wheel drive recovery vehicle. These ex Army vehicles were used in Sydney and Newcastle by the Government for towing buses.

The ex Brookvale vehicle was recently privately purchased from a Wollongong bus operator and arrived at new Loftus on Saturday 7 August. Some bodywork has since been done and it has been repainted. The usefulness of this vehicle has already been demonstrated.

TRAMS ON THE MOVE

On Saturday 20 November six trams, C 290, Ballarat 12, D 134s, E 529, E 530 and Freight Car 24s, were transferred from the old depot to the new depot by road. Initial planning for this move started in May with the concept of roll-on roll-off being adopted.

Work commenced during October on laying a temporary track from 8 road in the new depot out to the

edge of the earth bank, which proved to be the right height so a ramp was not necessary. The north (highway) end of the old mainline was packed up on sleepers to form a ramp. On Friday 19, the track was made up for the trailer and sleepers placed near the ramp for use on the trailer to provide a level bed.

Extensive shunting was necessary to assemble the cars to be moved in the correct order for loading. With the exception of 24s which was placed at the front of 1 road, the cars were lined up on the main line within the confines of the side yard; the O breakdown car which has resided in this part of the yard for some years was stabled in the depot. On Friday night the set of E's was uncoupled and the position of the cars reversed so that the non driving ends would come together again when unloaded.

Members were on site at 6 am on the Saturday and the low loader arrived at 7 am. The sleepers were positioned and the track pulled on board and bridge rails fitted between ramp and trailer.

When loaded and chained down the truck moved north on the wrong side of the Princes Highway, around the island, then on the correct side to Pitt Street and into the new site, where it backed up to the unloading track. Engadine police authorised and supervised the wrong way movement, being called when each car was ready. The society provided warning signs and flagmen who were in radio contact with the loading crew and the truck and traffic in both directions was stopped until the highway was cleared.

C 290 was the first car loaded, being unloaded at 8.35 am, to be followed by Ballarat 12 at 9.35, D 134s at 10.30, E 529 at 11.20, E 530 at 12.00 and, after lunch, Freight Car 24s at 1.30 pm. The first three cars were driven onto the trailer, while the last three were pushed on by O 1030. The E's are drivable when separated but it was more convenient to push them on. 24s has not operated since about September 1945 when wartime petrol rationing was eased. All cars were winched off by the Matador and pushed by hand into the new depot. The first three cars were placed on track 8 in the depot; the unloading track was then slewed and the last three went onto track 7.

The cars moved arrived at Loftus on the following dates:

C 290	19 March 1957
24s	20 March 1957
E 529/530	20 March 1957
D 134s	14 August 1961
Ballarat 12	16 September 1974

Due to thorough preparation the move went as easy and quick as forecast, but much quicker than many expected. It should be noted that five of the cars are four wheelers, while 24s is a maximum traction car, but is shorter than D 134s.

