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50 YEARS OF GOVERNMENT BUS SERVICES

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FRONT COVER: Mercedes 0305 Mk3 no. 2664, specially painted in brown and gold for the 50th anniversary of N.S.W. Government bus services, photographed before entering service. - Yorkstar Motors

BACK COVER TOP: The Manly ferry Baragoola, built as a steam ship in 1922 and later dieselised, ended its career on the Manly run on Saturday 8 January 1983. Vic Solomons photographed it crossing the harbour on 18 January 1982.

BOTTOM: The Camden Tramway closed 20 years ago on 1 January 1963 after an eventful life of nearly 81 years. Early in this century an E class tank loco and three cars approach Camden over the new Nepean River bridge.

by Vic Solomons

Following the success of the initial steam tramway service in 1879, extensions were soon undertaken into the suburbs. By the 1980's an extensive tramway network, operated by steam and cable traction, had been established. The growth in passenger traffic led to the decision to electrify the main city and suburban lines, concurrent with extensions, from the early 1900's.

By World War I most of the former steam lines had been electrified and the system was nearing its peak of expansion. Some new lines and extensions were constructed in the 1920's but the era of major expansion had passed.

The return to peace time conditions created problems for the tramways; the number of motor cars rose steadily and although this did not have an immediate impact on tramway passenger traffic a pattern began to emerge which would ultimately be a contributing factor in the demise of the tramway system of the next 30 years.

Probably of greater concern to the tramway authorities at this time was the rapid growth in the number of privately owned motor buses which began operating, many in direct competition with the tramway and railway services with a consequent affect on revenue. By 1927, 525 motor buses were operating in the Sydney metropolitan traffic district.

The Lang Government enacted the Transport Act in 1930 which separated the railways and tramways and empowered the Government to regulate the private bus operators. This legislation was reinforced in 1931 by the State Transport (Co-Ordination) Act which gave the Government powers to tax bus operators regarded as being in competition with Government transport services. Many private operators were unable to pay this tax and ceased operation whilst others were licensed to operate as feeder services to the railways or tramways.

Having put many of the private buses off the road the Government then proceeded to introduce its own motor bus services and almost immediately began to compete with its own tramway services and to a lesser extent with the railways.

The first Government service commenced on Christmas Day, 25 December, 1932 between Manly Wharf and Cremorne Junction, in competition with the trams, using single deck buses purchased from the White Transit Company

50 YEARS OF GOVERNMENT BUS SERVICES 1932-1982

which previously operated this route. Initially the service even operated out of the Flat Rock, Willoughby depot of this company. This route became, and remains, route 144 which has been extended to St. Leonards Station. Further Government services, initially in the Manly area then in the eastern and western suburbs, soon appeared. Most were re-instatements of previously operated private routes but some still operating bus companies were purchased, the largest being the Metropolitan Omnibus Transport Company which had a large depot at Burwood which was included in the purchase and which subsequently became the Government bus workshops for some years. It is incorporated into the present Burwood Depot.

The Flat Rock depot was replaced in 1933 by one in Mosman, later to be supplemented by and eventually replaced by conversion of the Manly Tram Depot. Eastern suburbs services initially operated from a former private depot at Bondi pending opening of a depot at Woolloomooloo in 1933 which soon proved too small and was replaced by Randwick Depot, in part of the tramway workshops, in 1939. The western services used the Burwood depot.

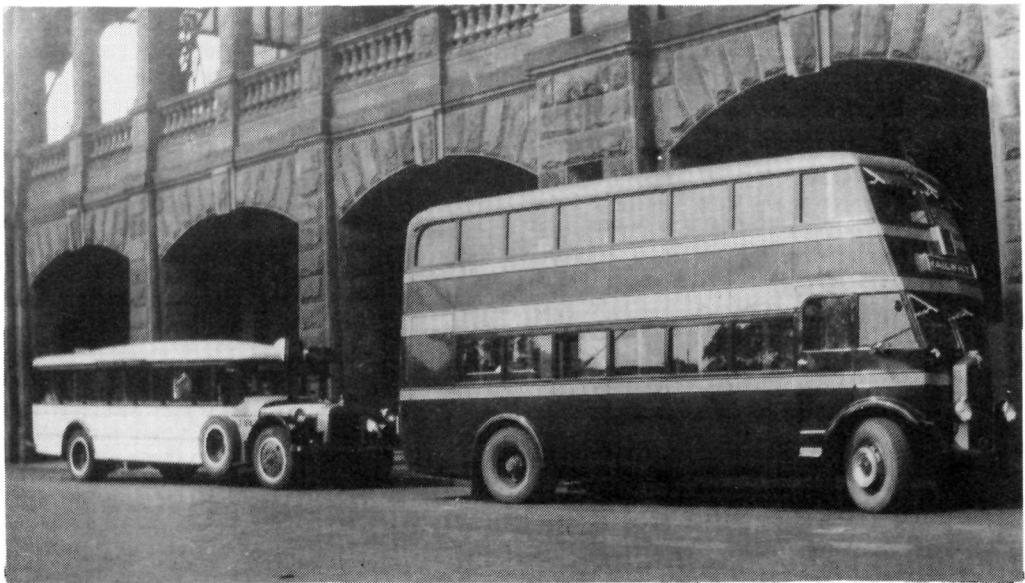
Government bus services commenced in New-

castle, as feeders to the Mayfield tramway on 22 September, 1935 once again using the depot of the former private operator. A move was made to Hamilton tram depot in 1936.

Services in Sydney and Newcastle have greatly expanded, replacing the tramway services in both cities but are generally concentrated in a mainly exclusive area up to about 10 miles from the city centres. In Sydney this is basically the former tramway territory with the Manly services extending beyond up the coast to Palm Beach. The Newcastle services are confined to the south of the Hunter River but have extended southwest and particularly south to and around Lake Macquarie. At the end of 1982 a total of 1,731 buses were on the books with 208 being allocated to Newcastle and the balance, 1523, in Sydney.

The initial fleet, acquired from private operators, varied in make and age. Many of the vehicles taken over by the Government were not operated by it but nevertheless some standardisation and updating was required. Orders were placed in the United Kingdom for new bus chassis, but the first bus built for the Government, m/o 1009 was on a Leyland TD1 chassis acquired from a private operator. The double deck body was locally built by Syd Wood and the bus entered service on 22

Former City and Suburban Bus Co. Fageol, m/o 1083 and Albion double decker, m/o 1362 in Eddy Avenue in 1934. - Ken Magor





Leyland TD1, m/o 755 of Pope and Mason; this became m/o 1007 in the Government fleet. -Vic Solomons collection

December, 1933. It had a composite timber/metal body with a seating capacity of 51. During 1934 further vehicles were placed in service, being one Leyland Lion single decker, 5 Leyland TD3c, 3 Albion CX19GW, 1 Thornycroft Daring, 1 AEC Renown, 3 AEC Q and 8 AEC Regent double deckers. More orders for new vehicles were placed until the outbreak of World War II prevented further chassis being obtained from the United Kingdom.

The vehicles built between 1933 and 1940 were mainly double deckers with single deck AEC, Albion, Dennis and Leyland buses being purchased for lightly patronised suburban routes. By 1937 the majority of the former private buses had been sold.

The Second World War and the consequent rationing of petrol for private use saw a dramatic increase in the number of passengers using buses and trams. To conserve fuel and tyres, many bus services were terminated short of city destinations

and passengers had to change and continue their journeys by tram. Wartime conditions gave rise to the need for more vehicles to ease the strain on the existing fleet and as an emergency measure 45 Ford truck chassis were obtained and fitted with austerity timber framed bodies designed by the Federal Land Transport Board. These bodies seated 26 on perimeter seating. These vehicles entered service in 1943 and as to be expected became known as Austerity buses. Ford V8 petrol engines were fitted, except in three which had Hercules diesel engines. A further 16 chassis became available in 1944 and were similarly bodied. Also in 1944, two semi-trailer buses entered service. A 48 seat trailer was hauled by a short wheelbase Ford prime mover powered by a Mercury petrol engine. Both these vehicles were used in Newcastle, being withdrawn and sold in 1949.

With the end of the war in sight, orders were placed for new buses to replace aging vehicles

PRIVATE BUSES PURCHASED 1932 to 1938

As at 30 June 1933, 162 buses and 3 chassis had been purchased from private bus operators. Of these 88 had been registered (not in order of purchase) and the remainder subsequently disposed of.

The makes and models of these buses varied greatly and comprised:
Single Deck- AEC Albion Brockway Fageol Reo White
Double Deck- Leyland TD1

There were 8 double deckers in all and all were put into service as no: 1 to 8, registered numbers 1008 to 1008.

During 1937, a further 77 buses were purchased from private operators, this time in Newcastle as well as Sydney. Most were sold after a short time and it is believed that many never operated in Government service although registered. A further 12 buses were purchased in the 1937/8 financial year but were soon sold.

When the Government took over still operating private services they were obliged to purchase vehicles and premises if so requested, hence the quick resale of vehicles which were unsuitable or not required.

VEHICLE TOTALS AT 30 JUNE 1940

	<i>Double Deck</i>	<i>Single Deck</i>	<i>Total</i>
Albion	51	34	85
AEC	120	20	140
Dennis	1	5	6
Leyland	156	25	181
Thornycroft	1		1
White		4	4
	329	88	417



*Leyland RTS8 half cab
single deck bus, believed
to be 450 (m/o1650), at
Leichhardt workshops
when new in 1938.
- UTA*

and to implement the tramway replacement programme which had commenced in 1937. The first post-war bus, a Leyland OPD1 double decker, was received from Clyde Engineering on 22 August, 1946. Further orders were placed for AEC, Leyland and Albion chassis from 1947 and the last front engined half cab double decker, a Leyland OPD2/1, entered service on 4 February, 1954.

In an effort to contain rising costs, the Government decided to make use of single deck buses which could be one man operated. To evaluate this type of operation, a single deck petrol engined White, fully imported from America in 1948, was placed in service on route 318 Rockdale—Brighton for a three month trial in 1950. Although registered m/o2500 in the Government services this bus was only on loan from the distributors. This vehicle was a standard underfloor engined American city bus of the period and although it lead to this design being adopted the petrol engine did not find favour as the fleet was otherwise all diesel by this time. A Leyland OPSU1/1 chassis with diesel engine was purchased and fitted with a body by Commonwealth Engineering. Numbered 2520 it entered service in July 1951, again on route 318, and became the forerunner of the single deck fleet. Orders were initially divided between Leyland and AEC.

The under floor engined single deck buses seated 43 and as these were larger than the half cab single deckers then operating on lightly loaded routes a 31 seat forward control design was evolved to replace the half cabs. These buses were constructed on AEC, Daimler and Leyland single and double deck chassis and eventually 172 were obtained.

The tramway replacement programme was

running concurrently with the replacement of the pre-war bus fleet and whilst initially new double deck buses were used the 43 seat single deckers finished the replacement of both the pre-war buses and the trams.

The need to replace the post-war double deck and single deck buses arose in the mid 1960's and commencing in 1965, 232 Leyland Leopards were placed in service, to be followed by a further order in 1969 which brought the total for this type to 744. Although the policy had been not to purchase double deck vehicles, it was decided to obtain 200 Leyland Atlantean buses in 1970. A further 24 were ordered in 1972. However, problems with one man operation resulted in these double deckers being withdrawn from 1980 and only 43 remain in service at Brookvale and Mona Vale depots. The 31 seat single deckers had all been withdrawn by the end of 1978.

Except for the wartime austerity buses, all vehicles purchased new were of British origin. This changed in 1977 when the first of 200 Mercedes 0305 buses entered service. The introduction of these vehicles represented a number of departures from previous practice. All previous under floor engined buses, except the White on loan, were mid engined vehicles; the Mercedes are rear engined. They are also leased, rather than purchased outright. Of the 200 ordered, 199 appeared with what became the Mk1 body, the remaining one and a further order of 550 have a more European styled body and are known as Mk2. A further order for 170 has been placed and were still being delivered at the end of 1982. These have the Mk3 body style which is a variation of the Mk2.

A further departure from usual practice occurred in 1978 with the introduction of two



*Leyland OPD2/1 double decker
2043 of 1948 in Hunter Street
Newcastle in 1970.
-Vic Solomons*

Albion Venturer double decker 1911 of 1947 as running in 1965, showing the hand worked front door.
-D.Fairless



Mercedes 17 seat mini buses on a new express service between Chatswood Station and Dee Why. This service proved so popular that standard single deck buses soon replaced the small vehicles which then started another service in the Warringah area only once again to be displaced and this time sent to Newcastle.

In order to replace the remaining Atlantean double deckers a Mercedes articulated bus was acquired for evaluation in 1981. After various tribulations it is now in service from Brookvale depot and it has been announced that a further 29 will be acquired.

At the time of writing, several Leyland Royal Tigers of 1957 remain in service as well as some from 1959-60, although all the AEC's and some Leopards have been withdrawn. These older buses are being withdrawn as the new vehicles are placed in service.

In recent years a number of buses have been demonstrated to the Government and two arti-

culated vehicles, a MAN and a Volvo operated along Pitt and Castlereagh Streets, Sydney as a free service on route 417 in 1976.

There have been a variety of paint schemes used over the years. The single deck buses were initially black and white and later had a brown roof. Double deckers were red and cream with brown roof; colour separation was by black lines. Following introduction of green and cream colours with the new R class tramcars in 1933 this scheme was gradually extended to the bus fleet. Single deck vehicles had a green roof and double deck brown. Black separation lines were used. During the Second World War over 100 buses were painted in camouflage for use as troop transports if needed. The austerity buses were an overall dark green. The post war 31 and 43 seat single deck buses had a cream roof instead of the green applied to the earlier vehicles. A light blue and white colour scheme was introduced with Mk2 Leyland Leopard buses in 1969

BUS FLEET AS AT 30 JUNE 1961

	<i>Double Deck</i>	<i>31 Seat</i>	<i>Underfloor</i>	<i>Total</i>
AEC	359	68	357	784
Albion	143			143
Daimler		20		20
Leyland	343	84	381	808
	845	172	738	1755



AEC Regal 4, 2806, of 1954 is representative of the first series of underfloor engined single deckers.

and has also been applied to the Atlanteans and gradually to older vehicles as they have been overhauled. At the end of 1982 only two buses remained in service in green and cream. A variant of the blue and white scheme is used on the Mk1 Mercedes with the later versions of this make being in a two tone blue and white as are the two mini buses. A red and white version of this latter scheme is applied to Mk2 Mercedes 2265, which is the 500th vehicle of this make delivered to the Government. The buses used on the Sydney Explorer service, introduced in 1980, are an overall red and those used on the Airport Express service, introduced in 1982, blue and yellow. Mercedes 2664 is in a brown and gold 50th anniversary colour scheme. Special colour schemes and all-over advertising have been used on occasions.

Registration and fleet numbers of the Government fleet now coincide and an effort has always been made to keep some relationship between the two. Originally, from 1 to 100 the registrations were 1000 higher; from 101 to 650 they were 1200 higher. From 651 the registrations reverted to 1000 higher and the other registrations were adjusted down accordingly. In 1948, 1000 was added to the fleet number which then coincided with the registration number. Numbers were reused with delivery of the Atlanteans in 1970 which took 1001 to 1224; the two mini buses sub-

sequently became 1225 and 1226. The Mk2 Leopards reached 3999 in 1973 and then reverted to 1500 and up. Present orders will go to 2715.

The original Government tramway operator was the Government Railways although the trams operated under the name New South Wales Government Tramways. Control was removed from the Railways on 5 August, 1930 when the Metropolitan Transport Trust and the Newcastle and District Transport Trust were established. Control of all transport was unified on 1 April, 1932 under the New South Wales Transport Department. With a change of Government the various functions were separated as from 14 February, 1933 with the Department of Road Transport and Tramways being formed to operate the Government trams and buses and to control motor vehicle registration and licencing. As from 27 October, 1952 the registration and licencing functions were formed into a new department and the Government services renamed Department of Government Tramways and Omnibus Services; this was later simplified to Department of Government Transport. Re-amalgamation with the Railways produced the Public Transport Commission on 20 October, 1972 only to be split once again as from 1 July, 1980 to become the Urban Transport Authority which operates the Government bus and ferry services and is responsible for the co-ordination of passenger services.



*Daimler 2669 with 31 seat single deck body, at Beauty Point in 1971.
-Vic Solomons*

BUS FLEET ALLOCATION AS AT 1 JANUARY 1983

	BROOKVALE	MONA VALE	WILLOUGHBY	PAGEWOOD	RANDWICK	WAVERLEY	BURWOOD	ENFIELD	KINGSGROVE	RYDE	HAMILTON	TOTAL
Leyland Royal Tiger			84						14			98
Leyland Leopard Modified							1					1
Leyland Leopard Mk1	19						16	24	32	26	91	208
Leyland Leopard Mk2	84	27	28	75	73	32	61	3	43	45	40	511
Leyland Atlantean	22	21										43
Mercedes Mk1				50	50	50			49			199
Mercedes Mk2	50	20	95		55	100	50		50	81	50	551
Mercedes Mk3				40				20	12	20	25	117
Mercedes Mini											2	2
Mercedes Articulated	1											1
	176	68	207	165	178	182	128	47	200	172	208	1731

NOTES: Four depots have buses sub allocated – Willoughby to North Sydney
Kingsgrove to Tempe
Ryde to Leichhardt
Hamilton to Belmont

The size of the fleet is really illustrated when it is noted that two types of buses have over 500 vehicles each. The Mercedes Mk2 are at the maximum, whilst the Leyland Leopard Mk2 are one below the maximum.

Waverley depot at 200 has the largest individual depot allocation; about 40 of Willoughby's allocation are sub allocated to North Sydney.

The Leyland Leopard Mk2 is the only type represented at all depots.

Regional totals are: North 451
East & South East 525
West & South West 547
Newcastle 208



Leyland Leopard 3608, of 1968, with Mk 1 type body, at Belmont depot in 1968. -Vic Solomons

Leyland Atlantean 1214 of 1973 in Loftus Street Sydney, represents the final development of the double deck bus in Sydney. -Vic Solomons





ABOVE: Mercedes Mk 1, 1785 of 1977. This type of bus introduced the rear engined underfloor design to Sydney. - I. Lynas

BELOW: Mercedes articulated bus 2550 shows its flexibility. - UTA



DEPOTS & WORKSHOPS

LOCATION		OPENED
Burwood		1933 (a)
Mosman		1933 closed 1939
Woolloomooloo		1933 closed 1939
Hamilton (Newcastle)		1936 (b) T
Manly		1939 (c) T closed 1952
Randwick		1939 (d) T
North Sydney		1940 (e) T
Kingsgrove		1948
Enfield		1950 T
Pagewood		1951
Brookvale		1952
Belmont (Newcastle)		1953 (f)
Ryde		1953
Tempe		1957 (g) T
Willoughby		1958
Leichhardt		1958 (h) T
Waverley		1960 T
Mona Vale		1970
Burwood	Workshops	1933 (a) closed 1937
Leichhardt	Workshops	1937 T closed 1958
Hamilton	Workshops	1950 T
Chullora	Workshops	1958
Flat Rock		1932 Temporary only
North Bondi		1933 Temporary only
Mayfield		1935 Temporary only

- NOTES: (a) Purchased from Metropolitan Omnibus Transport Company. Depot and workshops combined.
 (b) Used part of tram depot while trams still running.
 (c) Buses housed in part of tram depot while trams still running; probably prior to 1939.
 (d) Established on part of tramway workshops land; use one workshop building.
 (e) Established adjacent to tram depot building. Open storage tracks later cut back for bus storage; this area given up. Sub depot of Willoughby.
 (f) Sub depot of Hamilton.
 (g) Sub depot of Kingsgrove.
 (h) Sub depot of Ryde. Formerly workshops.
 T Former tram depot or workshops.

OPPOSITE: Single deck Mercedes 2356 is followed by double deckers Albion 2023 and AEC 2619, providing the free service in George Street Sydney for the 50th anniversary celebrations. Looking south at King Street, Friday 7 January 1982.

FIFTIETH ANNIVERSARY CELEBRATIONS

Following successful displays and vintage bus operation for anniversaries at Brookvale, Willoughby and Manly and for the Power House Museum opening and the Sydney Harbour Bridge celebrations in recent years, SPER and HCVA initiated moves early in 1982 for a suitable commemoration of the 50th anniversary of the introduction of Government bus services in Sydney on 25 December, 1932. In conjunction with the UTA a four day programme was arranged for Thursday 6 to Sunday 9 January, 1983.

On the Thursday and Friday a free service using half cab double deckers operated on route 429 between Circular Quay East and Railway Square via George Street. A display was staged at North Sydney depot on the Saturday whilst five buses were on display in Hyde Park on Sunday.

Proceedings commenced at the Opera House at 9 a.m. on Thursday with a line up of five buses, double deckers 1615, 2087, and single deckers 1275, 2664 and 2669. This was for the handover of specially painted Mk3 Mercedes

2664 by Yorkstar Motors to the UTA. This event was well covered by press and TV with much attention being given to Norm Hurley, who drove on the first day of Government services, and half cab 1275. The free service operated between 9.30 a.m. and 3 p.m. on both days. The following buses were used:

1615	1939 Albion	double deck
1921	1947 Albion	double deck
2023	1948 Albion	double deck
2087	1948 Leyland	double deck
2619	1952 AEC	double deck
2761	1953 Leyland	double deck
2664	1983 Mercedes	single deck

The concentration of Albions on this service is notable as they were virtually unknown in George Street. Patronage was light on Thursday but, after the press and TV coverage, extremely heavy on Friday with many trips leaving Circular Quay with a standing load. The operation was basically trouble free although taxing on both crews and vehicles. The buses operated from Willoughby depot.





North Sydney depot is small and it was necessary to move some buses out for the Saturday display to be staged. Nineteen vehicles were displayed, 10 in the maintenance shed and the remainder in a semi circle at the back of the yard. A further five buses provided a free service from North Sydney Station. The vehicles on display, in order from the front of the depot, were:

1	1934	AEC trolley bus, single deck	Green
1275	1937	Leyland TS7 Tiger, half cab single deck	Green
1286	1937	AEC Regent III, double deck	Red
2599	1952	Leyland OPS2/1, 31 seat single deck	Green
2087	1948	Leyland OPD2/1, double deck	Green
2619	1952	AEC Regent III, double deck	Green
3021	1958	Leyland ERT1/1, underfloor single deck	Green
2669	1953	Daimler CVG6, 31 seat single deck	Green
3520	1964	Leyland Leopard, underfloor single deck	Blue
3434	1961	Leyland ERT1/1, underfloor single deck	Green
CT005	1982	Ford Falcon mechanic's utility vehicle	White
—	1940	AEC Matador recovery vehicle	Green
CT109	1976	Leyland Buffalo recovery vehicle	Blue
CT082	1978	Volvo F86 flat tow vehicle	Blue
3859	1971	Leyland Leopard, underfloor single deck	Blue
1081	1971	Leyland Atlantean, double deck	Blue
3101	1948	White 798/12, underfloor single deck	Green
2550	1981	Mercedes 0305G articulated	Blue
2664	1983	Mercedes 0305 underfloor single deck	Blue

Notes: The AEC Matador carries vintage plates which bear no relation to its former CT number.

The White 798/12 has had its 12 cylinder petrol engine replaced by an AEC diesel. This bus operated as m/o.2500 on loan to the Government in 1950. Its present registration number MO.3101 is in the N.S.W. country bus series.

3021 and 3434 are the only two remaining green and cream buses in service with the UTA.

3520 has an experimental body built at Chullora Workshops. It is the only non-Mercedes bus in the later two tone blue livery.



*AEC trolley bus 1 of 1934, on display at North Sydney depot, 8 January 1983.
-Peter Hallen*

The service from North Sydney Station was provided by:

1615	1939	Albion Venturer SPCX19GW, double deck	Red
1921	1947	Albion Venturer SPCX19GW, double deck	Green
2023	1948	Albion Venturer SPCX19W, double deck	Green
2547	1952	AEC Regal 9621E, 31 seat single deck	Green
2761	1953	Leyland OPD2/1, double deck	Green

Saturday was extremely hot and attendance was low.

The five buses displayed in Hyde Park on Sunday, as part of the Festival of Sydney were:

1615	1939	Albion double deck
2087	1948	Leyland double deck
2599	1952	Leyland 31 seat single deck
2550	1981	Mercedes articulated
2664	1983	Mercedes underfloor single deck

The vehicles used for operation and/or display came from Historic Commercial Vehicle Association, Hunter Transport Museum, Lever Brothers, Museum of Applied Arts and Sciences, Sydney Tramway Museum, Urban Transport Authority of N.S.W. Of special note is the first appearance of trolley bus 1 since it was withdrawn in 1956. It was taken from store, during the week, to Willoughby depot for cleaning. The MAAS intends to proceed with the restoration of this vehicle; also the co-operation of Lever Brothers who brought the immaculate White, which is still in regular service, from Queanbeyan, a return journey of 400 miles, for the display. This is believed to be the last vehicle of this model operating, which is especially significant because, although common in the U.S.A., only a very small number with right hand drive were built.



The ten buses on display in the shed at North Sydney. 8 January 1983.



The immaculate 1948 White model 798 underfloor engine bus, MO3101, and onetime m/o2500, in Ernest Street outside North Sydney bus depot after the 50th Anniversary display. It was taking SPER and HCVA members for a short trip before returning to Queanbeyan. The destination roll showing route 318 is from the 1950 trial with the Government; also on the roll is - WHITE All American Bus. Saturday 8 January 1983.

Three major articles to appear in Trolley Wire in 1983 are:

- **Manly Tramways — Part 4 of this series by Ken McCarthy**
- **Newcastle Tramways — Part 4 of this series by Ken McCarthy**
- **Valentin Purrey And His Steam Cars — Part 2 by Dr. Jean Brenot**

AUSSIE TRAMS IN AMERICA

by Richard Youl

Altogether seven trams have made this journey since 1958, and in July and August 1982 the opportunity arose to see all but one.

First stop was Seattle, Washington State, where three W2 cars from Melbourne started running on 1½ miles of rebuilt railway track along the waterfront of that city on 5 June, 1982. It was the strangest of feelings to be standing on a small and modern concrete platform there beside the line (on the far side of the world), not knowing just what, if anything at all, was going to appear, just before dark, when suddenly the familiar five headlights of a Melbourne tram came into sight around a slight curve. Even greater was the surprise to see that it looked, at first glance, exactly how it did in Melbourne! Modern Tramway at one stage said that a black and white colour scheme was proposed, and there surely must have been some temptation on the part of the new owners to make the cars somehow resemble their predecessors scrapped many years ago, or make other unnecessary "improvements".

Four cars, 272, 482, 512, 518 were bought, one, 272, being for spare parts which I did not see. The

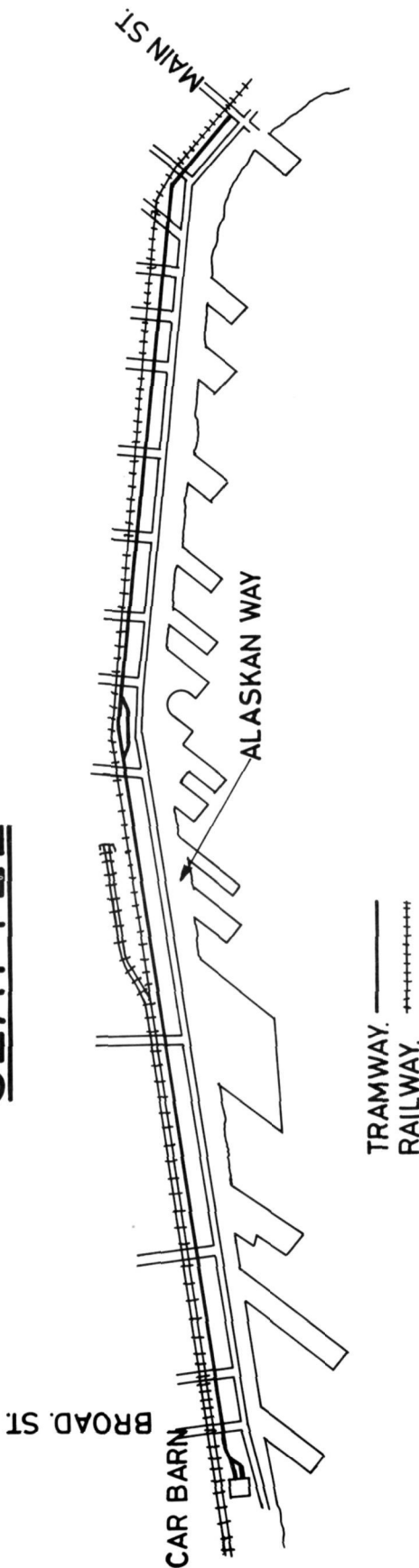
other three have been repainted, but the colours are accurately matched to original. The Melbourne fleet numbers are still carried, as well as the M & MTB crest, on at least one car. Notices about the Wattle Park band concerts, Board tram and bus hirings and the large routes and sections signs are still in place, but local advertisements replace those of Melbourne.

Seven platforms have been installed along the line, all on the waterfront side, and footboards have been removed. This allows for wheelchair access, necessary for government funding. Doorways on the offside have been carefully panelled in matching the existing window line, the interior being varnished to match the rest of the interior. On the platform side, the centre doorway has been similarly filled in and SW2 type sliding doors fitted to the two other doorways. Seattle enjoys a cool climate most of the year and even summer can be foggy and cold. The cars have been fitted with a public address system, for the conductor, some of whom sing to the passengers and generally have a good time, and a farebox. Swivel head trolley poles have been fitted, presumably



W2 512 at Broad Street terminus, Seattle. - Richard Youl

SEATTLE



standard with the trolleybuses. Air whistles are fitted, necessary for the many level crossings, especially when one considers the driving ability of the locals who have not had to cope with such a problem for 41 years.

The line is owned by the city and operated by the local transit authority, so the usual 60¢ fare is charged and transfers offered. These are good for 90 minutes after issue, allowing passengers to get off along the line and catch a later car or transfer to the buses or trolleybuses. The line has been an outstanding success with \$25,000 being collected in fares in the first three weeks (the buses it replaced were losing heavily) and there is talk of getting two more trams and extending the north end of the line up into a park in the city. The existing line is flat, but a northern extension would involve considerable hill climbing. Service is from 7 a.m. to 11 p.m. daily, with one car until mid morning then two later. On one trip, 30 passengers were counted . . . at 9 p.m. on a Thursday night!

In publicity there has been no attempt to hide the fact that the cars are 1927 models from Melbourne, Australia. One official handout says: "Ride the waterfront in style aboard vintage 1927 Australian streetcars. Richly furnished with wood panelling, arched doorways, solid hardwood benches and large view windows, the elegant green and gold streetcars will each accommodate 52 seated passengers, 93 seated and standing. Access for the elderly and handicapped will be provided at each of the loading platforms". When questioned about the condition of the cars when received, they were described as being in good condition, having been built like battleships, and showing well the signs of 50 years of caring maintenance, truly a tribute to the Tramways Board. Incidentally, the railway tracks which parallel the line are still in daily use, and occasionally W2's can be seen racing a multi-locomotive freight train just a few feet away. Where boom barriers are installed for the trains, they are also activated by the trams.

The next stop was the Oregon Electric Railway Historical Society, located at Glenwood, Oregon, where like Seattle, hospitality was excellent. Two Australian trams are here, but the fortunes of one, Ballarat 30, are truly sorry. After its arrival from Australia, it was put on show in a wired enclosure in Portland, Oregon, about 40 miles east of Glenwood, and with the services of a security company. On 4 October, 1981 two hoboes wanted to sleep in it and were asked to leave. Later that evening the car was discovered on fire, and was reduced to a skeleton from side-panels up. Seats, cabs, and everything above the floor were gutted, charred or blistered.

It could not be proved who did it, and insurance has been paid for its restoration, but the job will



ABOVE
W2 512 travels north to
Broad Street in Seattle; the
enclosed offside dropcentre
is barely noticable.

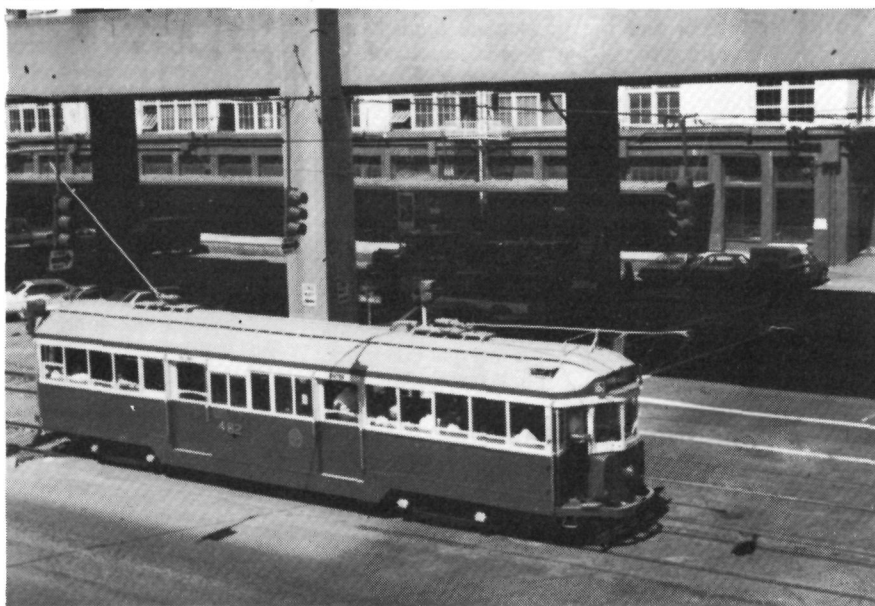
-Richard Youl

RIGHT
W2 482 alongside the
elevated freeway, showing
the sliding doors on the
platform side.

BELOW

Sydney O 1187 with the
remains of Ballarat 30 at
Glenwood Oregon.

-Richard Youl



prove more than just a challenge. Incidentally, the car had been bought along with 6 from Porto, Portugal to operate the inner-city section of Portland's new tram line, due to open by 1986.

Glenwood's other Aussie car is Sydney 'O' class 1187, which has been there over 20 years. It appears that this car carries most of the traffic as the other currently serviceable cars are a San Francisco PCC which is single ended, and has to run backwards every second trip as one end of the line is a large loop, and a Canadian Interurban with four 100 horsepower motors! The crossback configuration of 1187 is also obviously desirable as many of the riders use the tram to reach a picnic area which is inaccessible by car.

Over the years a few changes have been made to 1187. The air system was disconnected many years ago after some accidents caused by releasing the air brakes and the gooseneck hand brake flying around and hitting people. Some of the motors developed faults, both electrical and in the bearings and with a shortage of funds it was discovered that the car went quite well on two motors. Externally the car has been repainted, the green being darker than original, the black line becoming red, as has the underframe, the cream is bright yellow and the roof silver. The floor has been painted grey but the rest of the interior is untouched. There are no external fleet numbers on the car. Swivel head trolley poles are now carried, similar to the other cars and trolley retrievers fitted. An internal communication cord and mechanical bell system has been fitted.

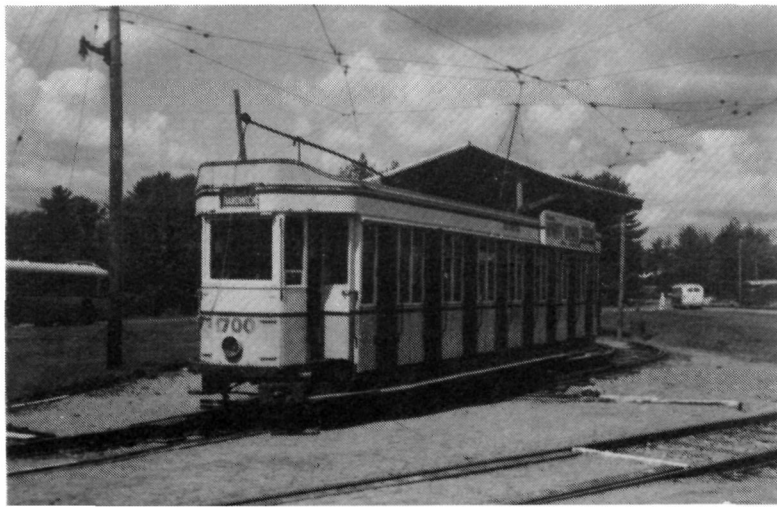
The museum is fortunate in being on the site of a timber mill which left two large buildings, one becoming the workshop (which is large enough to take a Blackpool double deck car) and the other a depot. Thus 1187 has always been under cover and appears free of rot and other ravages of the elements.

Seashore Museum at Kennebunkport, Maine, received 'P' class 1700 in 1962, and it appears to have spent most of its time under cover. It was used regularly until about two years ago when a balloon loop was built at the entrance where the public boards, and there are fears of derailments as the wheels have not been reprofiled to the much coarser American standard. At least once a year a concert is held by a school in a field beside the line, and the 'P', along with other high capacity cars, is used to transport the large number of people to and from Seashore's car park.

I was privileged in being allowed to drive the car on the line, and remain there between regular service cars for photographic and recording purposes. It still performs very well and rides well compared with a Connecticut Company open car. There was evidence of recent attention to the compressor and door mechanisms. Changes to the car have been minimal, the most noticeable being the reversal of the air brakes to conform with the rest of the fleet, and similarly the fitting of carbon shoes in place of the trolley wheels. The lifeguard trays are missing but the gates are in place. Interior light globes are also missing, and a few broken windows have not been replaced. The only major job that needs to be undertaken is a repaint inside and out, as this has not been done since the car was received, except for some minor touching-up, and in places the rust is showing through, although not yet to a serious degree.

Nevertheless, 1700 is one of approximately 15 trafficable cars at Seashore, 30 more being operable, and about 100 in an advanced state of decay. 1700 is stored in a shed without sides near the Museum entrance, and is visible there in most of Seashore's publicity handouts, and also appears on their souvenir tea towel along with 8 other cars.

Sydney P 1700 at Seashore Museum, Kennebunkport Maine. - Richard Youl



★ Museum Notes and News



ST KILDA . . .

Australian Electric Transport Museum



Preparations for H Cars

Following arrangements made with the State Transport Authority, whereby two H type cars were to be stored at St. Kilda, a track gang was sent to the museum during September 1982 to construct a turnout from the main line to connect to road 7. A second turnout has been placed on road 7 to connect road 8 into the system in the future.

The two H cars, 362 and 360, which arrived on 15 September and 6 December, 1982 respectively, are stored on road 7. Car 362 is being temporarily refurbished in silver and carnation red and is to be operated by the museum in 1983. It will be the only H to be operated on a regular basis.

City Depot Troughing

During the Christmas/New Year holiday period a team of members removed the overhead troughing from roads 13 to 19 in City depot and transported it in sections to St. Kilda for use in the various running sheds on the site.

The troughing, which was given to the museum by the STA, was the last reminder that trams used this portion of the depot prior to 1957. Buses, including the new MAN series, are now housed in this part of the depot. Roads 1 to 12 are still used by H cars operating the Glenelg line.

The turnout from the main line being installed. - Paul Shillabeer



ALBION PARK ...



Illawarra Light Railway Museum Society

Completion of Main Line Circle

With the construction of the culvert and road bed over the NE swamp area on 27th October all efforts were directed towards the completion of the track and the closure of the main line circuit.

Alderman Bob Harrison, Mayor of Shellharbour Municipality, drove home the ceremonial golden spike on 18 December 1982, watched by ILRMS Chairman Brian Holmes. - A.Murray

The circle was completed just after 5.30 p.m. on 27 November and over the following two Saturdays curve adjustments and final ballasting and packing were carried out so that passenger trains could use the new track on the 12 December steaming day.

On the afternoon of Saturday, 18 December Alderman Bob Harrison, Mayor of Shellharbour, drove the ceremonial gold spike officially marking the completion of the Illawarra Light Railway main line construction. This event was featured in local press and TV reports during the following week.

Locomotives

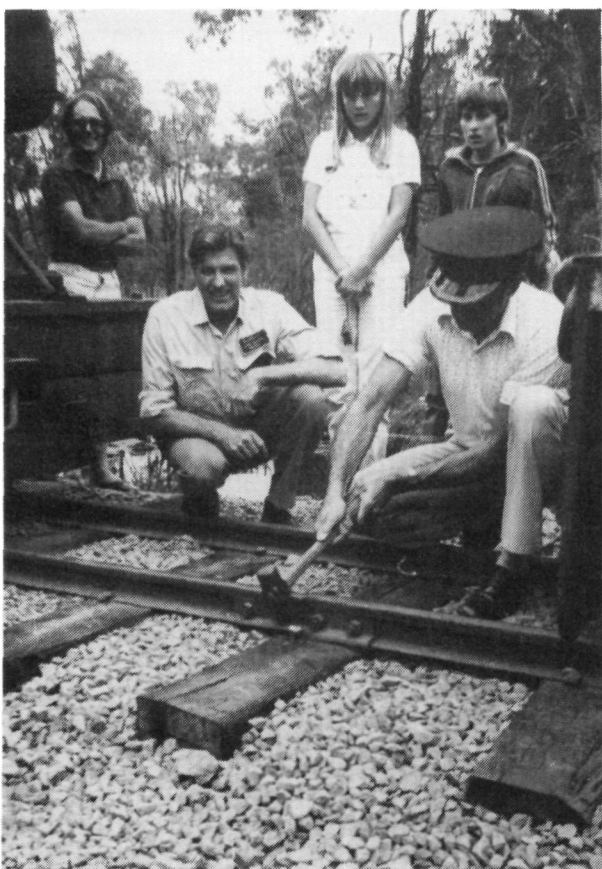
After steaming in an anti-clockwise direction for almost four years steam loco *Cairns* (Hudswell Clarke 1706 of 1939) was turned by a mobile crane on 23 November, in order to equalise wheel wear. *Cairns* now hauls trains in a clockwise direction and during the mid afternoon period of each steaming day when this engine returns to the loco compound for servicing, 0-4-0 ST Davenport (1517/1596 of 1914/1917) *Kiama* hauls the trains in the opposite direction.

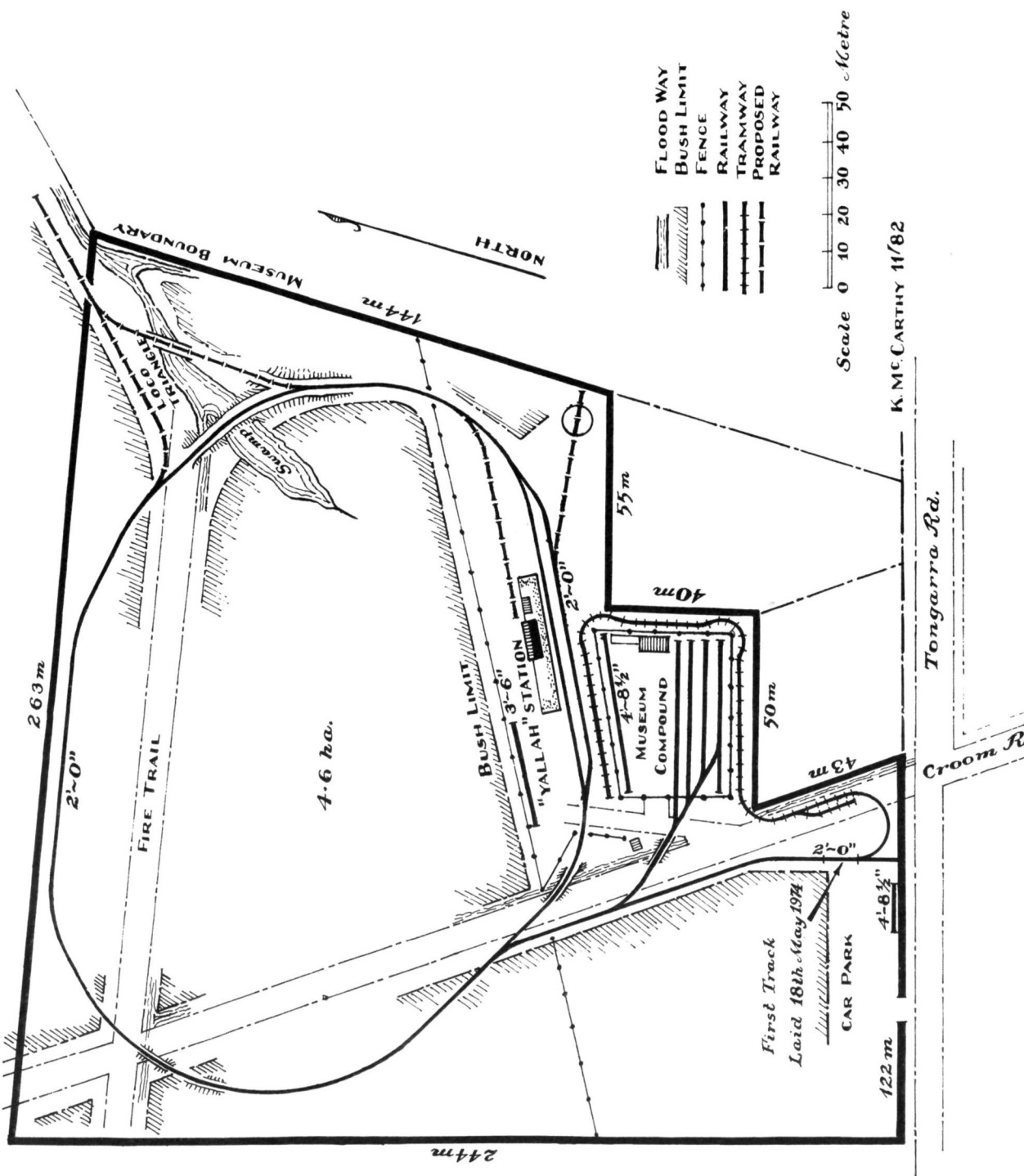
The boiler of Perry loco (7967/49/1 of 1949) entered the boiler shop of the Australian Iron & Steel Port Kembla plant during early December. This was delivered to Port Kembla in June 1981 for the manufacture and fitting of a new fire box but the boiler had stood in the boiler shop yard since that date.

Rollingstock

During late December restoration work recommenced on former Melbourne cable tram trailer 430. By early January new window sills had been fitted to the remaining side and work was progressing on replacing the cracked side cedar and pine panels with new marine ply. By that stage work had almost concluded on rebuilding the twenty side and end bulkhead window frames which had suffered extreme weather deterioration after standing in the open for 45 years.

Since the completion of the main line circle passenger operation has used open sided passenger car No. 1 (built by the museum in 1978) and Queensland rail motor trailer P119 of





K. MC CARTHY 11/82

1936 coupled together to form a train. Loading gauge clearance trials and coupling tolerances were checked on 4 December when these vehicles were put through their paces behind the four

wheel Ruston diesel loco.

Most of the 61 seats now available in the train were fully occupied on many trips during the Christmas-New Year holiday steaming days.



ABOVE: *The Golden Spike Ceremony was held between locos Kiama and Cairns drawn up facing each other on the mainline loop.*

BELOW: *Hudswell Clarke loco Cairns with QR railmotor trailer P119 and car 1 steaming through the swamp on the new track laid during November 1982. - Both A.Murray*



BALLARAT . . .



Ballarat Tramway Preservation Society

Rollingstock

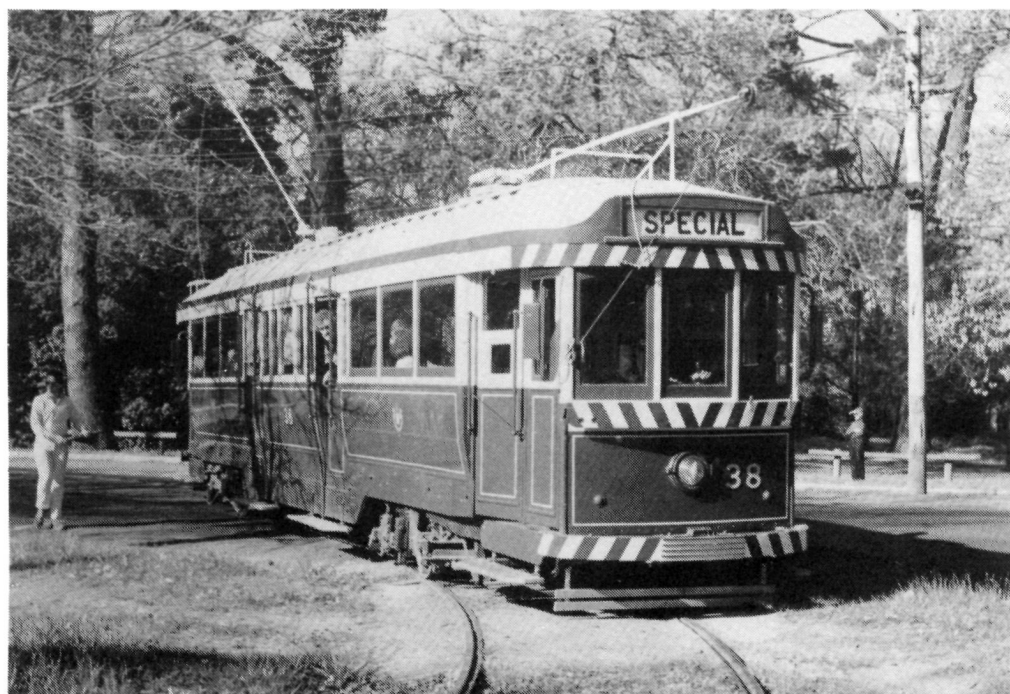
Tram 18, which was donated to the Society by Sebastopol Borough Council in 1982, has been cleaned up and has had repairs carried out on the controllers. It ran trials in Wendouree Parade only two weeks after delivery to the depot. The body is in reasonable condition, but the canopy under the windscreen is rotten. A new canopy will be supplied by Sovereign Hill. The windows await new glass to replace that smashed by vandals whilst at Victory Park. 18 is being repainted in an early 1960's colour scheme.

Tram 40 which did the "graveyard" run in Ballarat in 1971 has not operated since 1981 because of defective bogies. The body has been placed on jacks, the bogies, along with those

from car 39, being sent to the Ballarat firm of Miller Brothers in early 1982. It is hoped to make one good set of maximum traction bogies from the two sets, to use under 40. Miller Brothers have almost completed the work, using only the minimum of parts from 39's bogies so that it may be possible to reuse these as well.

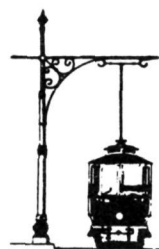
Traffic

Patronage increased by almost 1,000 in 1982 compared to 1981. The winter was mild in 1982 in contrast to a very wet one in 1981. It is possible that the recession has forced people to travel to places like Ballarat, which is relatively close to Melbourne, instead of more distant places like Swan Hill.



*Ballarat 38 crosses Wendouree Parade on its way back to the depot.
Sunday 10 October 1982. - William F.Scott*

LOFTUS . . .



South Pacific Electric Railway

More Shunting

Following the departure of the six cars from the old depot as reported in December 1982 *TW*, the opportunity was taken on the next Saturday, 27 November, 1982 to put most of the remaining cars under cover and to have the cars for the next move readily accessible.

Prior to the move E 529-530 and O 1030 were stabled on the main line, OP 1089, O 957 and R1 1971 on the East Branch, 93u and the weedburner on the A/B roads fan, with the counterweight dummy and cable trailer off the tracks. All these vehicles were within the confines of the fenced yard. Inside the annexe, the grinder, Brisbane 71 and prison car 948 were on A road and Ballarat 37 and PR1 1573 on B road.

The three vehicles on A road were to join O 1030 in the main depot (1030 was housed inside the previous Saturday) and be replaced by 957 and 1089. These moves involved a full days work as only the grinder and 71 are drivable. The east branch was cleared then the weedburner and 93u were pulled towards the deadend by 99u and removed by 1030 (the 3 way stub point which connects A and B roads to the east branch faces the deadend across Lady Rawson Avenue). The grinder was driven out, followed by 71, which at 3.31 p.m. gained the main line for the first time in its 14 years at Loftus. 948 was then pulled out by 99u and towed away by 1030 and its place taken by 957 followed by 1089 which was pushed onto the branch by N 728 as 1030 was caught up somewhere due to the depot yard and both ends of the main line being crowded by this stage, as the cars in the main depot were also being re-arranged to stable the non traffic cars towards the back.

The weedburner was replaced outside A road, 99u extracted and 93u and 1971 placed on the east branch. The main line was thus clear of stabled cars for the first time for many years. When almost everything had been squeezed into the depot, 71 made its first journey to South terminus. Although looking delapidated and ungainly with enclosed ends and open centre and without handrails, seat ends and footboards, this car is nevertheless basically structurally sound and runs very well.

Over the two weekends of the tram movements only three cars, F 393 on 4 road and Ballarat 12 and PR1 1573 on B road, were not moved.

Works

Rozelle depot was again revisited on Saturday, 4 December, 1982 when the remaining right hand points and one three way point group were lifted; otherwise, little major heavy work was undertaken over the holiday period.

Work on the electrical wiring in the new depot was undertaken over the Australia Day holiday weekend in January. The first of two distribution boards to serve this building has for some time been installed on the western wall and conduits and wiring were run from this board.

The water service, as noted in December 1982 *TW*, was actually connected on Saturday, 9 March, 1983. Only the work inside the fence is the Society's responsibility and to date this has involved the laying of a 2 inch main to the depot with smaller pipes supplying the toilets and two fire hose reels and some taps. The 4 inch hydrant main will be laid when finances permit, whilst consideration of the sprinkler system is well into the future.

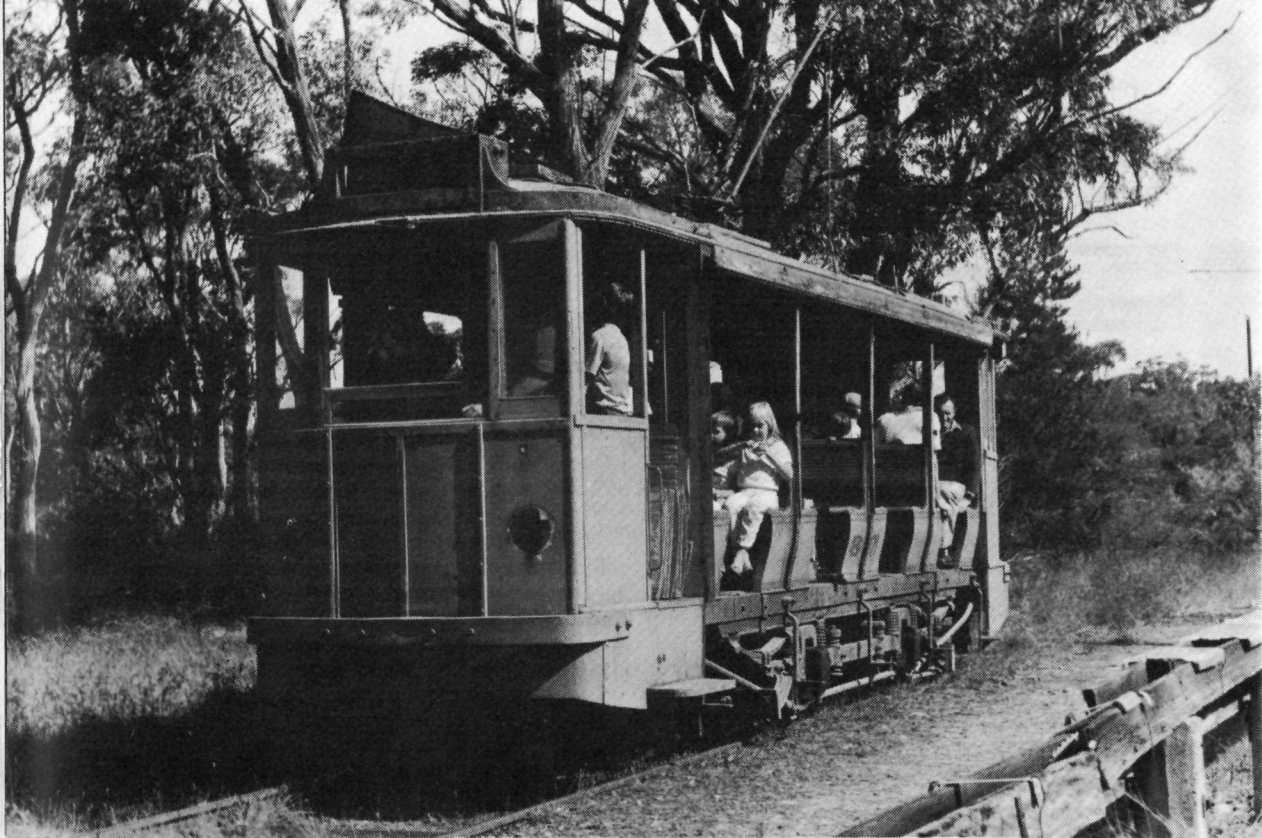
Mechanical and body work was undertaken on double deck buses Albion 1615 and AEC 2619 to enable them to operate for the fiftieth anniversary celebrations. Leyland half cab 1275 also received attention with the engine wiring being renewed.

The ex-Miranda waiting shed was pulled down on Tuesday, 7 December, 1982 before the start of the school holidays, so that something would be left to rebuild around on the new site.

Members' Day

Another successful members' day was held on Saturday, 11 December, 1982. The highlight of the day for the children was the arrival of Santa Claus by Brisbane tram 180.

The main attraction for members was Brisbane 71 which made a number of passenger runs. Also, in the fading light, the four Brisbane cars were lined up in front of the depot for photos. AEC double deck bus 2619 was used for inspection trips to the new site.



ABOVE: *Brisbane 71 stands at South terminus at Loftus on Saturday 11 December 1982, its first Member's Day appearance.*

BELOW: *The next move was being contemplated at this stage in the pointwork removal at Rozelle depot on 23 October 1982. - K.McCarthy*



Eighty Years On

An anniversary which was overlooked was the entry into service of F393, 80 years ago on 19 July, 1902. It is the first preserved maximum traction bogie car in Australia and New Zealand to pass 80 years and joins four wheelers C290, C29 and D134's of the *SPER* fleet as octogenarians. Out of service for some years and out of sight on the back of 4 road in the old depot at Loftus, 393 is undergoing extensive rebuilding. The California combination body is lightly constructed and has not previously received any major attention.

The first maximum traction bogie electric tram in Australia would appear to be Brisbane 101. However the 16 Sydney G class combination cars which entered service between 8 December, 1899 and 1 April, 1900 really introduced this type of car to Australia. These were followed by the F class, 251 of which were put into service between 19 March, 1900 and 19 July, 1902. This was a previously unheard of number of cars, especially of one type and to this day there have only been seven classes (or related classes) of tram that have reached 200 in number and the F cars rank as the sixth largest class. 393 was the third last vehicle of its type and entered service with the last car and was the only one to escape conversion to L class and later rebuilding to LP, being used for driver training from 1910 until withdrawn in 1952. It arrived at Loftus on Monday, 18 March, 1957 being the first car unloaded. (LP 154 was built as F154 which entered service on 8 May, 1900. It has been heavily rebuilt with little of the original vehicle remaining.)

Interurban Suburban Tour

The Society's second electric train tour for 1982 was run on Saturday, 13 November. Although basically within the Sydney suburban area, the use of a four car single deck interurban train together with most of the destinations combined to make this one of the more difficult tours organised. Hidden costs also made it rather expensive.

Due to industrial trouble the tour departed from platform 22 at Central instead of Sydney Terminal, the up journey of the carefully rostered four car set, all cars having the original type push up windows, having been terminated at Strathfield earlier in the morning.

First stop was Kingsgrove, on the East Hills line, where the train reversed bound for Hawkesbury River via the North Shore line. Station stops were made at Central, North Sydney, Chatswood and Hornsby, with photo stops at Turrella, Artarmon, Waitara and on Cowan Bank.

Departure from Hawkesbury River for Homebush Saleyards was a couple of minutes late, behind an up freight and despite a photo stop on the way up the bank the train was continuously blocked until the freight was refuged at Epping. However, the clear run once more came to a stop approaching North Strathfield Junction where a ballast train blocked the way. Once Flemington Markets were reached the way was clear. A quick photo stop here and another on the saleyards loop saw lost time regained as the tour departed for Glenlee via Chullora and Sefton Park Junctions.



A reasonable run to Liverpool ensured but once more a freight was in the way and continually blocked the interurban, even after a photo stop at Macquarie Fields. Campbelltown, however, was ready and the offending freight was crossed to the up main and so allowed a straight run through the station and at 3.32 p.m. the train tripped through the stop block at the down starting signal into unfamiliar territory for a MU train. The Camden Road crossing provided a back up to the stop block.

Although not advertised, it was widely known that something was "going on" at Glenlee. As Campbelltown was approached a supplementary timetable was handed out which confirmed that the train would be diesel loco hauled from Glenlee back to Campbelltown. This was necessary because an earth slip on the up track embankment south of Campbelltown. As a result the track had been slewed 15 inches out of alignment but the overhead had not and was therefore unusable although the down line was not affected. This had not mattered as there had been no coal trains from Glenlee since about March as the coal washer and loader had closed.

Once past Camden Road a photo stop was held on the divided track section then the train crossed over to the up main, under the freeway and water supply pipe, and right onto the Glenlee line. Yes, the fence was down and the weeds were crushed, we would be able to get back, but what was around the curve? The single track line with direct suspension overhead curves around through rolling hills before the coal plant comes into sight and there at the end of the loop was Alco engined 44240, 113 tons of brute force resplendent in the new red and white colour scheme. Photos were taken all round, pantographs lowered and the loco attached for the return. A photo was held before the main line was regained and then Campbelltown was reached, by now some 20 minutes late. Arrival into the up refuge was paralleled by the up Cooma train on the main while the up suburban was in the down

platform. As soon as the Cooma train departed 44240 was released and the interurban left on a clear run to Sefton Park Junction and on to the Bankstown line to Canterbury, crossing there to the Goods line and once more tripped through a stop block then around the western leg of the triangle and on to Balmain Road Junction and Rozelle yard which was traversed until the train was under Victoria Road.

A quick turnaround and two photos followed with departure for Bondi Junction. Another quick photo stop was held at Lewisham, in the shadow of the main line and then it was back to Canterbury for reversal. (The eastern leg of the triangle and the goods lines to Meekes Road Junction are not wired.) After some delay a clear run then ensured onto the ESR with only a brief stop at Sydenham. A final photo stop was held in the cutting at the site of Woollahra station whilst many passengers managed a quick photo in the down platform at Bondi Junction, where an extremely quick turnaround in lieu of shunting into the dead end saw an on time departure for Rockdale. Passengers were set down at Town Hall, Central and Rockdale where reversal was in the terminal platform. Return to Central, for the last time, was via the now little used up Illawarra line through platform 9 at Redfern, to arrive at platform 20 a few minutes early at 7.05 p.m. The train left for Flemington car sheds via Circular Quay.

On this tour the train reversed direction seven times, but arrived back at Central the same way around; including two empty movements it went through Central Station seven times. However, the most notable features were the places visited for the first time by this type of train, namely, Glenlee, Rozelle and Bondi Junction. It was probably also the first interurban on to the East Hills line and was the first one to carry passengers around the salesyard loop. It was also the first electric passenger train of any type to Glenlee and Rozelle, and Hawkesbury River is not a usual destination for any train from Kingsgrove.

OPPOSITE: *The interurban suburban tour train departs from Glenlee behind loco 44240 resplendant in the new SRA colour scheme. The direct suspended overhead supported by wooden poles is a feature of this line. Saturday 13 November 1982.*





TRAMS ON THE MOVE AT LOFTUS

Saturday 20 November 1982
(Refer to TW December 1982)

PAGE 30

TOP: C290 stands on the Atlas Earthmoving lowloader beside the Princes Highway while waiting for the police to arrive before travelling to the new depot.

BOTTOM: Freight car 24s (with front apron missing) is chained down after being pushed up the ramp onto the lowloader by 1030 for the last move of the day.

THIS PAGE

ABOVE: D134s is unchained after the rails have been aligned preparatory to being winched off the lowloader by the AEC Matador at the new depot.

RIGHT: E530 is winched onto the unloading track at the new depot, non driving end first, before being recoupled to 529, the other half of the set.



