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**August 1983**

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## **PURREY'S STEAM CARS — Part 2**

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## FRONT COVER

*Sydney C car No. 47 and trailer (probably T class No. 67) in Castlereagh Street, at the intersection with Moore Street, now Martin Plaza. These Hudson Bros. built vehicles entered service in 1899 and 1900 respectively. The Commercial Traveller's Club and Hotel Australia buildings in the background have both been demolished.*

S.Wood from R Merchant Collection

## BACK COVER

*LP 284 on arrival from Aberdeen on Sunday, 1 August, 1982. The car is now being restored at the former railway goods shed at Wallsend.*

R. Phemister

## From the Editorial Desk . . .

*With the April issue of Trolley Wire the editorship of the magazine changed hands. Laurie Gordon has been involved with the magazine since its change from duplicated sheets to an offset printed magazine in 1966. He took over full editorial duties in August 1976. In recent years work and recurring poor health have taken their toll. A rest from deadlines was called for and Bob Merchant offered to take on the editor's task again. However, Laurie is not leaving the TW team but will be taking on some of the backroom work. Trolley Wire is very much a labour of love and many of those who have been involved with its production over the years are still assisting where and when they can.*

*Thanks, Laurie, for a job well done.*

# VALENTIN PURREY & HIS STEAM CARS

## Part 2. The Narrow Gauge Steam Cars Les Automotrices A Voie Metrique

By Dr. J. Brenot of Bordeaux

The first part of this article appeared in *Trolley Wire* for August 1978. This section deals with the narrow gauge Purrey steam tramcars while the remaining part will present information on the heavier steam railcars produced by the Bordeaux firm.

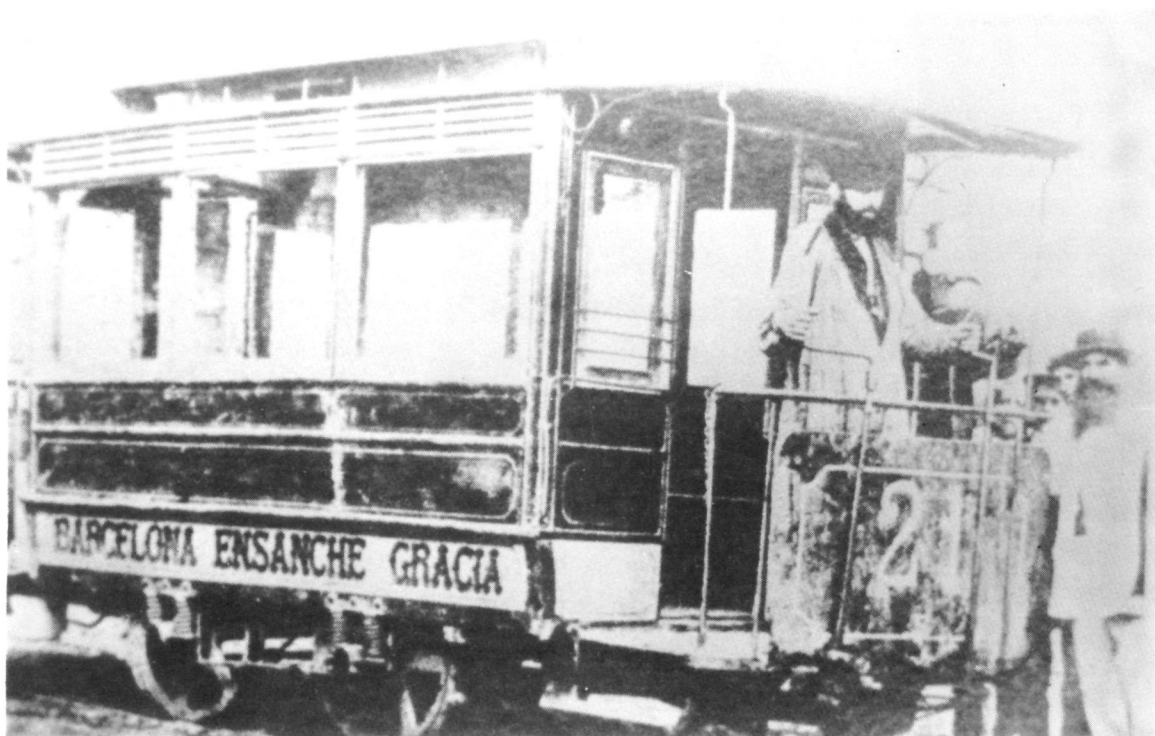
This material appeared originally in the French railway magazine "Ferrovia Midi" in February 1975.

Following the first application of the Purrey system to a Barcelona (Spain) tramcar in 1887, some concern existed as to whether or not the layout could be utilised on narrow (metrique) gauge vehicles. This query was soon to be answered in the affirmative.

### Reims Public Railway (France)-Le Chemin de Fer de la Banlieue de Reims.

Two tramcars, resembling those of the Paris tramways but without top decks, were constructed for the Reims Public Railway in 1903. These were for the metre gauge lines and were carried on a four wheel underframe with a 2 metre wheel base. The saloon body carried six windows on each side and accommodated 32 passengers, 18 seated on the two longitudinal benches and 14 standing.

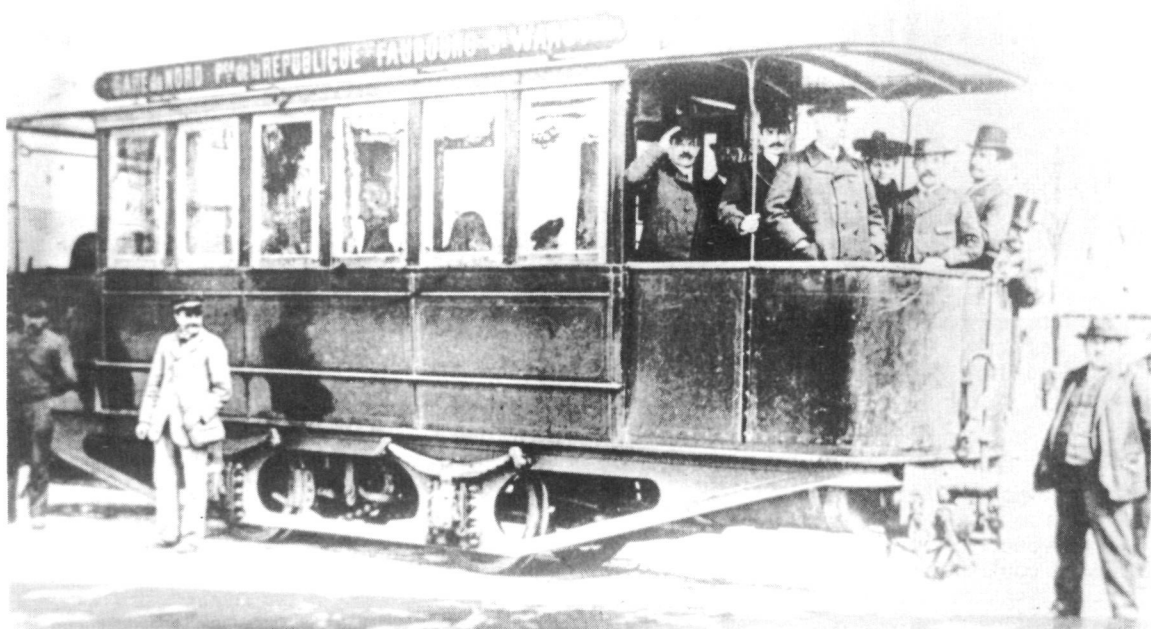
The boiler-generator provided steam at 15 kg (per sq.cm.) and the wheels were 80cm diameter. the cylinders of the steam motor were situated above the forward wheels driving the



*Purrey's first attempt at steam tram construction. Horse car 21 of the Barcelona Tramway in Spain fitted with a small steam generator (seen beyond the driver's left hand) and an underfloor steam unit. This tramcar underwent trials in 1887. Valentin Purrey and his father J. Purrey are seen at the front of the tramcar.*

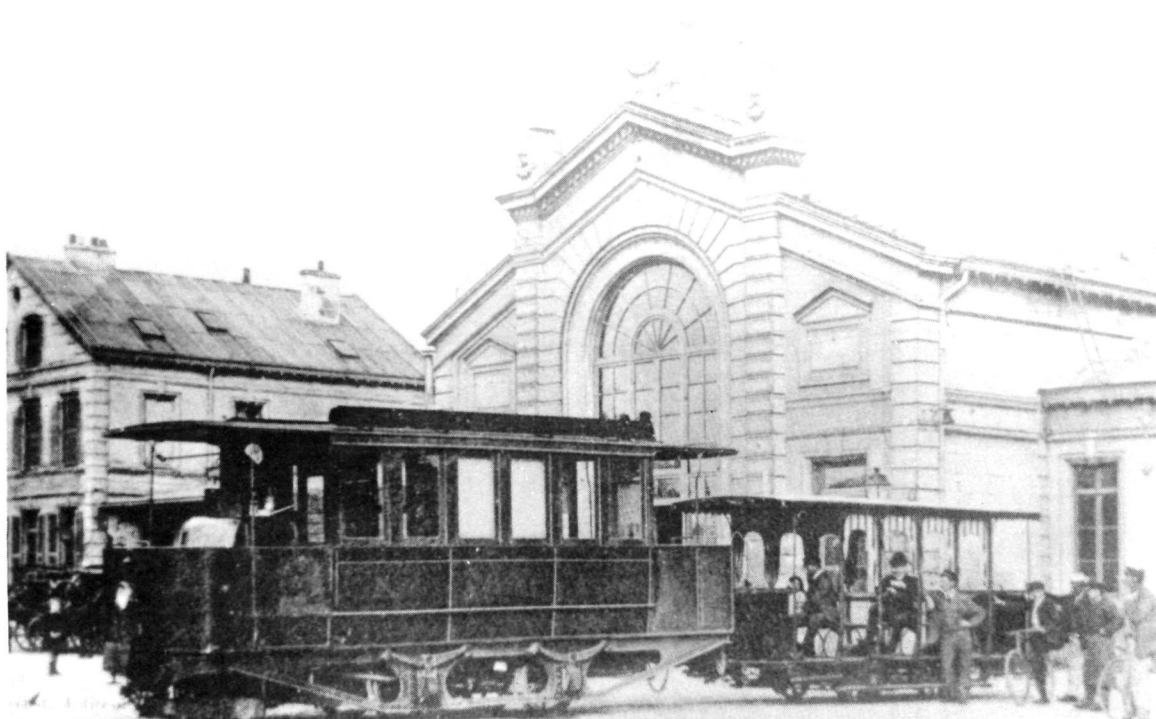
Lucien Chanuc collection from John Knowles.





*Rear view of a Purrey saloon steam car on the Soissons tramway of the Reims Public Railway. Two of these cars were introduced in 1903 and were equipped to haul horse cars as trailers.*

John Knowles collection.



*Purrey saloon steam car No. 1 of 1903 vintage coupled to a former horse car at Soissons railway station. Two of these tramcars worked the Soissons tramway of the Reims Public Railway in France.*

Laylanche collection from John Knowles.



two axles through two exposed chains. The water tank was located at the rear of the car.

These tramcars worked the urban service within Soissons, from the Soissons-Nord Station to the Soissons-Saint Waast Station. They hauled single trailers used previously on the old horse tramway. These were of the open cross bench design which appeared ridiculous as the roof line of the trailers were just above the top of the rear apron of the steam cars.

The destination details were carried on a long roof board but details of the company ownership were not displayed outside the cars.

Fleet numbers 1 and 2 appeared on the front apron under the head lamp. Each steam car cost 20,000 francs.

### **The Loiret Tramways (France)-Les Tramways du Loiret.**

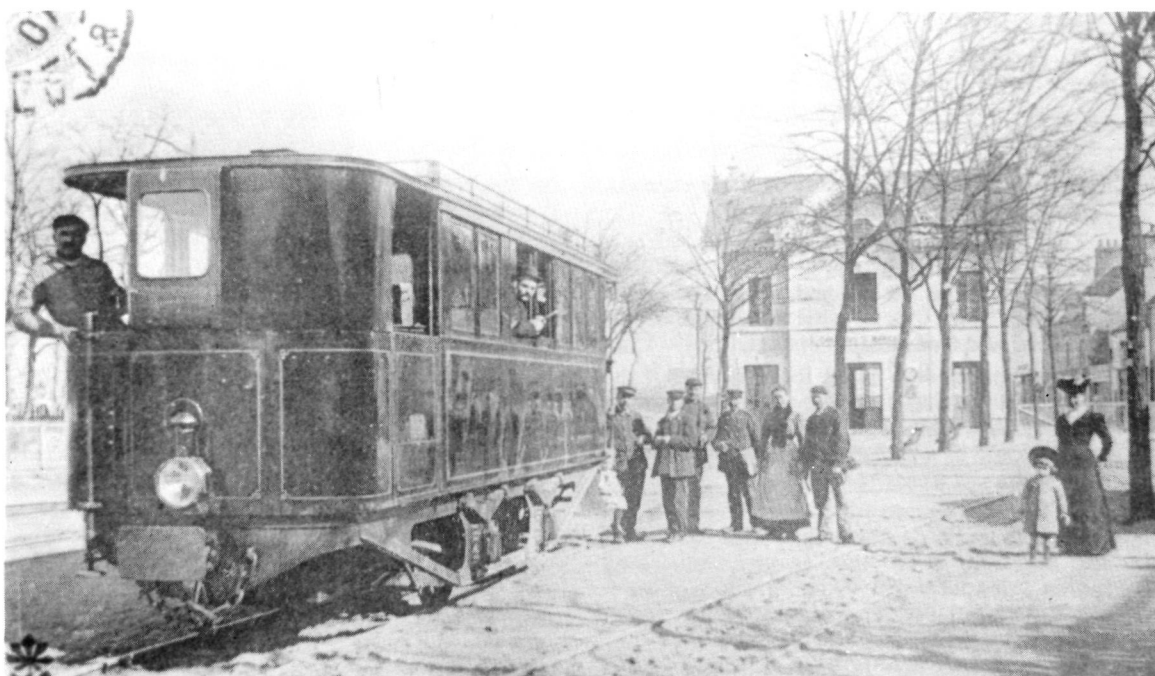
This undertaking purchased one steam car during 1905. This vehicle was longer than those produced previously. It carried a small rear entry platform, fitted with small gates, which could be entered from each side. The saloon body contained two compartments; a forward one for 1st class passengers with two windows on each side.

This was separated from the rear second class section by a partition which could be detected from the outside by the wide panel separating the sets of side windows. This second class compartment had five windows on each side separated by a further partition from the open rear platform.

The steam unit was situated above the front axle. The weight amounted to 9.5 tonnes. The car carried I and II identification (1st and 2nd class) on the body side panels as well as the fleet number A.01. The letters TL (Tramways du Loiret) appeared on the left hand side.

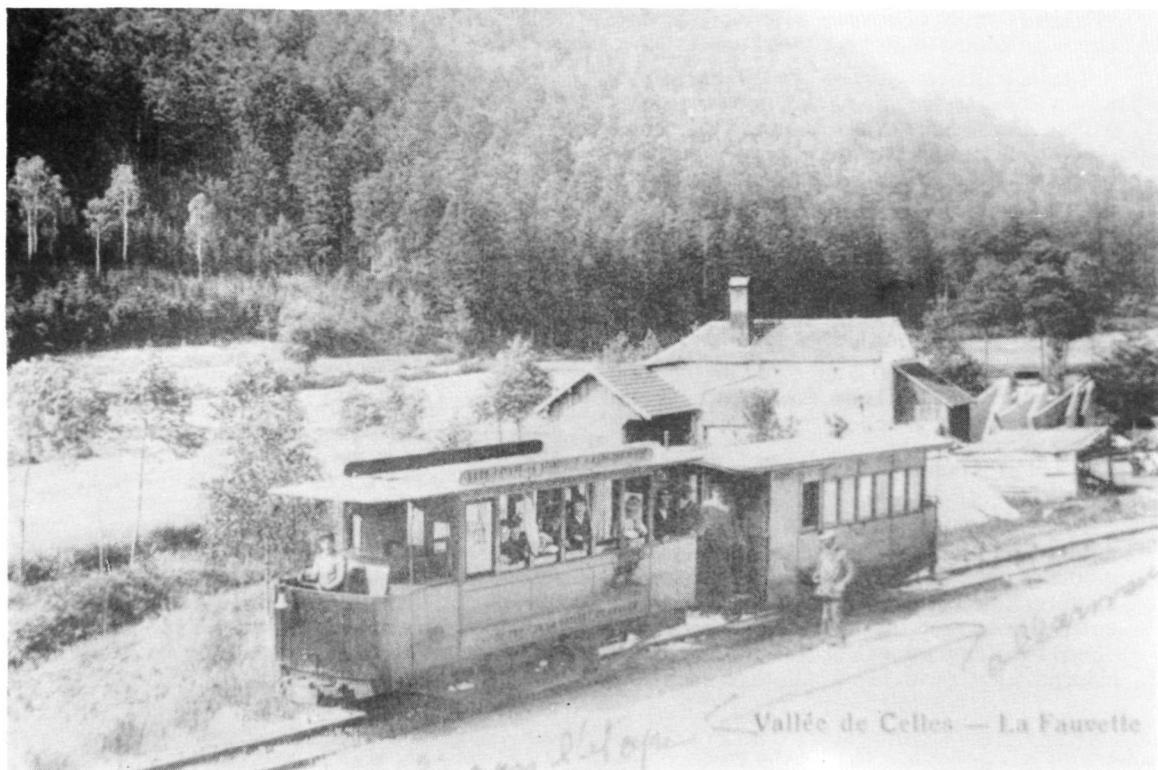
When delivered, there was little protection for the driver, but by the winter of 1906-7 a narrow glass windshield mounted in a light metal frame had been fitted at the centre of the front apron. A buckled canvas screen provided further protection at the left front corner.

This tramcar operated an outer suburban service near Orleans, departing from a station on the Sologne tramways until 1914. Closed during World War I, the service was restored by 1922 and operated until 1928 being the last Purrey system tramway in France.



*A 1905 vintage Purrey steam car on the Loiret Tramways in France. This car operated an outer suburban service near Orleans. This tram was the last Purrey vehicle to operate in France. The service closed in 1914 due to the war, but reopened in 1922 for a further six years' operation.*

Laylanche collection, post card dated 12 August 1907, from John Knowles.



*Purrey saloon steam car and trailer on the Valley of Celles Railway in France during 1912. This view shows one of the four steam cars attached to this system at a roadside location at Le Fauvette.*

Laylanche Collection from John Knowles.

### **The Valley of Celles Railway (France)-Le Chemin de fer de la Vallée de Celles**

This light railway purchased four steam cars during 1906-7, possibly in progressive order. Each weighed 12.8t in steam and again the wheel diameters were 80cm with a typical motor mounting and transmission system.

Six windows were fitted to each side of the saloon body giving a similar appearance to the Soissons cars. The large rear platform entrance was enclosed by a frail platform gate on the right hand side.

On the lower curved body side panels appeared "Chemin de Fer de la Vallée de Celles" and the destination were painted on a long narrow side roof board. From the photo of car 4, the 2nd class label was painted on the centre side panel together with the fleet number.

Photos reveal that these steam cars hauled four wheel trailers of the end loading saloon design. Baggage accommodation was provided in one end compartment while passengers were carried in the adjacent saloon with six windows

on each side. These "V de C" cars carried numbers 4 through to 7; 1 to 3 possibly being conventional steam units based at Raon l'Etape.

An ornate lantern shaped bell was attached to the front apron and this rang as the tramcar swayed lightly from left to right. Lighting was probably electric with the brakes worked by air.

### **Saumur Tramways (France)-Les Tramways de Saumur.**

The Purrey undertaking construction 3 tramcars in 1906-7 and another 5 around 1909. (Only 3 appear on the Purrey list of 1909). A total of 8 steam cars.

The usual chassis carried a large rear platform with a light gate. These cars had two saloon arrangements. Four cars carried six windows on each side and could accommodate 32 people; 18 seated and 14 standing. The remaining four carried four side windows on each side of the saloon with a front baggage-freight compartment in place of the other two windows. An external sliding door gave access to this compartment.

these vehicles accommodated only 22 passengers, 12 seated and 10 standing.

Each weighed 8 tonnes and was mounted on four wheels of 85cm diameter. The heating surface of the steam generator was 7.5 sq metres while the superheater amounted to 2.75 sq metres. The working pressure was 20kg (per sq. cm), engine cylinder diameter 17.5cm with a 16cm stroke simple expansion. Chains transmitted power to the two axles.

The wheel base of these cars was 1.9m, length 8.25m, width 2m, height 3m. Coupling was made by a centre hook, the height of the buffer plate being 60cm and that of the coupling hook 55cm.

A warning gong was mounted on the right hand side of the front apron adjacent to the main brake staff. Driver's protection consisted of a metal hood and a two window windshield mounted in a sheet metal and pipe frame projecting beyond the confines of the original front apron.

These tramcars carried fleet numbers 1 to 8 painted in large numerals on the front metal

apron above the bracket which held the large petrol head lamps.

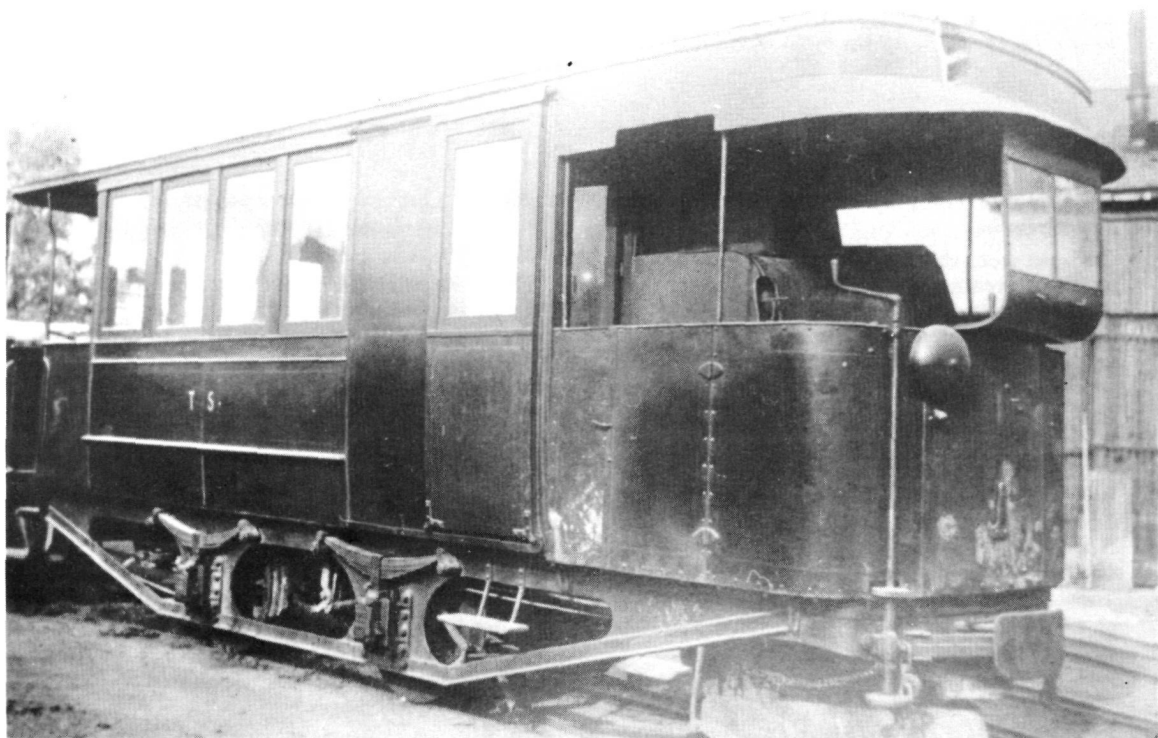
#### **The Cote D'Or Tramways Department (France)- Les Tramways Departementaux de la Cote D'or.**

This undertaking had two steam tramcars constructed in 1911-12. Length 8.16m, wheel base 1.85m, wheel diameter 80cm, the back platform being enclosed with railings rather than metal aprons. The brakes were powered by compressed air.

The baggage compartment, located at the front of the saloon body, was fitted with sliding side doors. The saloon accommodated 2nd class passengers and was enclosed with six windows on each side. Two longitudinal seats were provided for 12 passengers while accommodation was provided for a further 10 standing, some on the rear platform.

These tramcars were numbered AT1 and AT2 with the letters TCDO on the lower rear curved side panels and the label II (2nd class) appeared on the middle upper centre side panels.

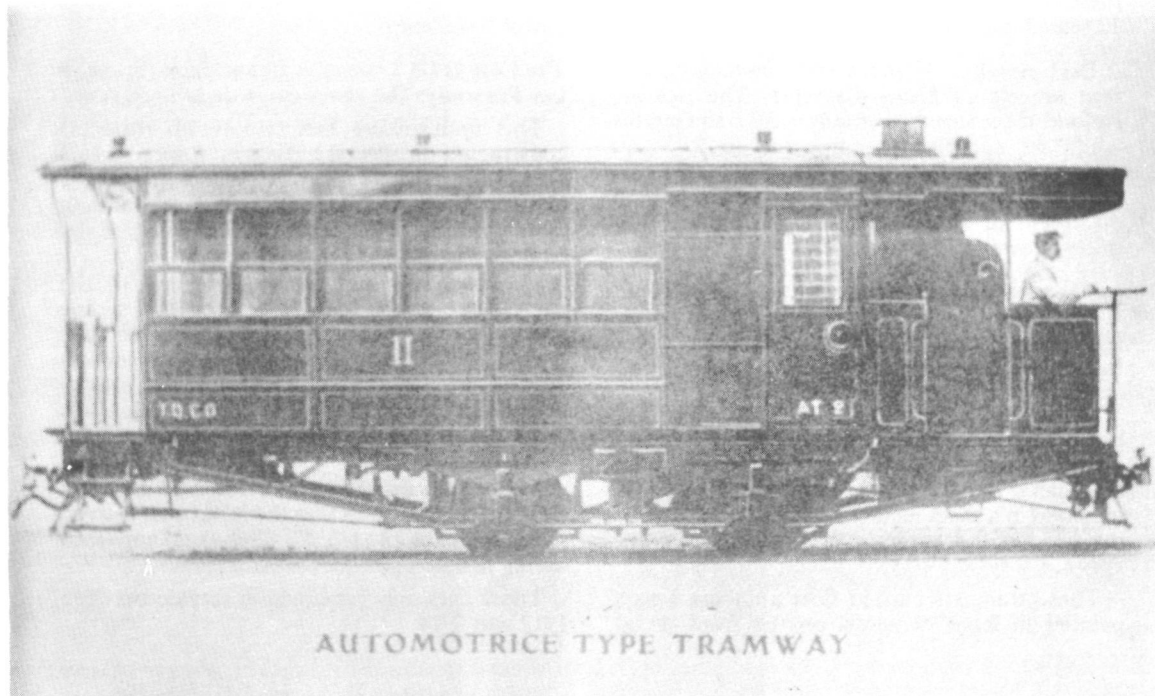
These cars only remained in service between 1912 and 1914.



*One of eight Purrey saloon steam tramcars used on the Saumur Tramways in France. This appears to be car No. 1 constructed in 1906.*

Laylanche collection from John Knowles.





*Car "AT2", one of two Purrey cars which worked for the Cote D'Or Tramway Department in France from 1911 until 1914. The trams fell victims to World War I.*

Dr. J. Brenot collection from a catalogue.

### **The Ardeche Tramways (France)-Les Tramways de L'Ardeche.**

These were the last clients of V. Purrey and had two steam cars constructed during 1912. Weight 9 tonnes, wheel diameters 80cm, six windows on each side of the saloon with a large rear platform. A lantern shaped bell was suspended to the right above the driver on the roof edge. The driver received protection by a canvas cover draped at the left front corner.

One tramcar operated on the Ruoms-Vallon line while the other worked the la Croizette d'Uzer a Largentiere route. The cars turned at the terminals on triangles. these were swept away in the early stages of the upheaval of 1914.

The two tramcars carried numbers VAB 544 and 545 and possibly offered both first and second class accommodation.

### **The Rafaela Tramways (Argentina)-Les Tramways de Rafaela.**

Due to his early personal contacts in the Argentine, Purrey received an order for 3 steam

tramcars. One of these were tried on the Bordeaux to Cadillac metre gauge line in September 1906.

These trams carried a 1st class compartment at the front and a second class one at the rear. The saloon had 7 windows on each side with a small platform at the back. Overall these did not resemble earlier units. Essentially they were longer than the others, the window openings were enclosed with blinds and most of the passengers occupied forward facing seats.

### **In Australia-En Australie**

Finally, the town of Rockhampton in Queensland, which is located in the warm north eastern region, ordered 4 or 5 open cross bench cars, fitted with 8 transverse seats situated face to face in each compartment. Access to the interior was from double longitudinal footboards.

We have the advantage of the knowledge of Sydney tram enthusiasts, which is another place in the antipodes, to assist with the problem.

"Length 29 feet (pieds), height 10 feet (pieds) width of body 7 feet (pieds) 6 inches (pouces= thumbs)  $\frac{3}{8}$ , I depart from the translation . ." wheel base was 2m, wheel diameter .838m, motor cylinders situated above the front axle, but the drive chain, some 5cm wide, was situated between the axles. The motor consisted of two simple expansion cylinders 178mm diameter and 162mm stroke.

The gauge was the English narrow size (metrique anglaise) of 1.07m or 3ft-6in. One notable difference was the thicker diameter of the tyres on the motor bearing front wheel set compared with the rear wheels. Purrey's accounts show 5 tram cars being sent to Rockhampton in 1909 but Australian records indicate that only four tramcars were available for the opening. Possibly one of the chassis arrived in poor condition and was not repaired until 1910.

On the other hand, without definite explanation, it is possible that one of the five despatched in 1909 consisted of the chassis equipped with two side tipping ballast hoppers. After working on the construction of the tramway this was possibly converted in 1910 to the original passenger body design.

Motors 1 to 4 constructed in 1909 carried simple expansion, two cylinder engine units, weighed 9.5 tonnes. No.2 was converted later to a four cylinder tandem compound unit with a weight increase to 11.5 tonnes and continued to work in this form. This increased the horse power from 36 to 75.

Motor cars 5 and 6 were constructed in 1911 (probably the 1909 chassis received a body in 1910 to form No.5) weight 9.5 tonnes, two cylinder simple expansion engines, 36 horsepower.



*Enclosed Purrey steam tram of 1912 vintage at Ruoms on the Ardeche Tramway in France. The terminal reversing triangle track can be seen to the right. This undertaking was destroyed due to enemy action in World War I.*

Laylanche collection from John Knowles.

Tramcars 7 and 8, constructed in 1912, had four cylinder tandem compound motor units, weighed 11.5 tonnes and were rated at 75 HP. Motor No.9 was constructed in 1922 with a four cylinder simple expansion engine giving 75 HP and weighing 13 tonnes. Originally this car was constructed with two longitudinal seats along the sides but it was reconstructed in 1924 with 8 transverse benches located face to face seating 5 passengers each in open compartments.

Each tramcar carried the fleet numbers in white on the front apron with a large "V".

The tramcars worked with trailers which were small and lighter in construction, accommodating 40 or 50 passengers on 8 or 10 cross benches. The two trailers provided at the opening were constructed by Brown Engineering of London. The three of 1911 and the four of 1920 were built locally but without roofs, but these later received canopies.

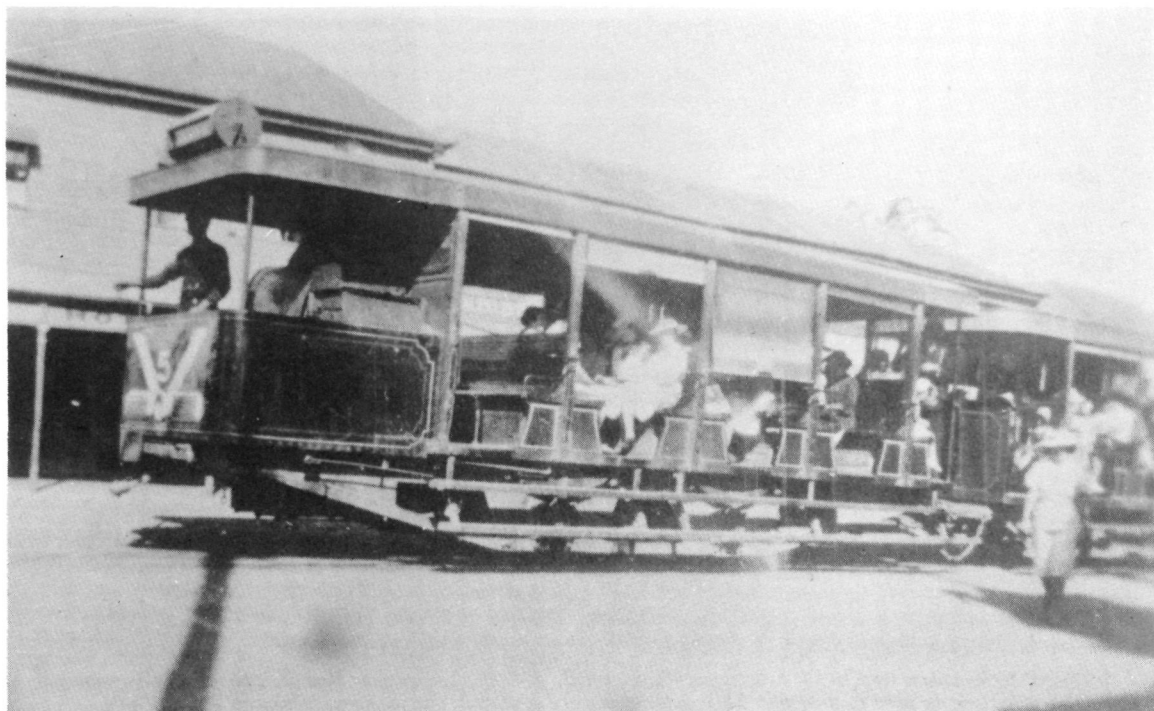
Originally air brakes were fitted to these tramcars, but these were later removed.

The Queensland Railways hired tramcar No.8 in 1922 to ascertain the possibility of operating some suburban services with vehicles of the Purrey design. Following successful trials the decision was reached to construct two motor-

trailer sets. The motors carried numbers 30 and 31, the trailers 32 and 33. These vehicles entered service in 1924, the roof lines of the motors and trailers being of the same height. Each body carried 8 wooden cross benches seating 5 passengers each. (The trailers were fitted with 10 cross benches each, K.McC). The carriage builder followed the original open construction of the Rockhampton Purrey trams but later the bodies were enclosed with waist high swing side doors. This equipment fell victim to road competition and the two sets were withdrawn with the general decline of urban tramways.

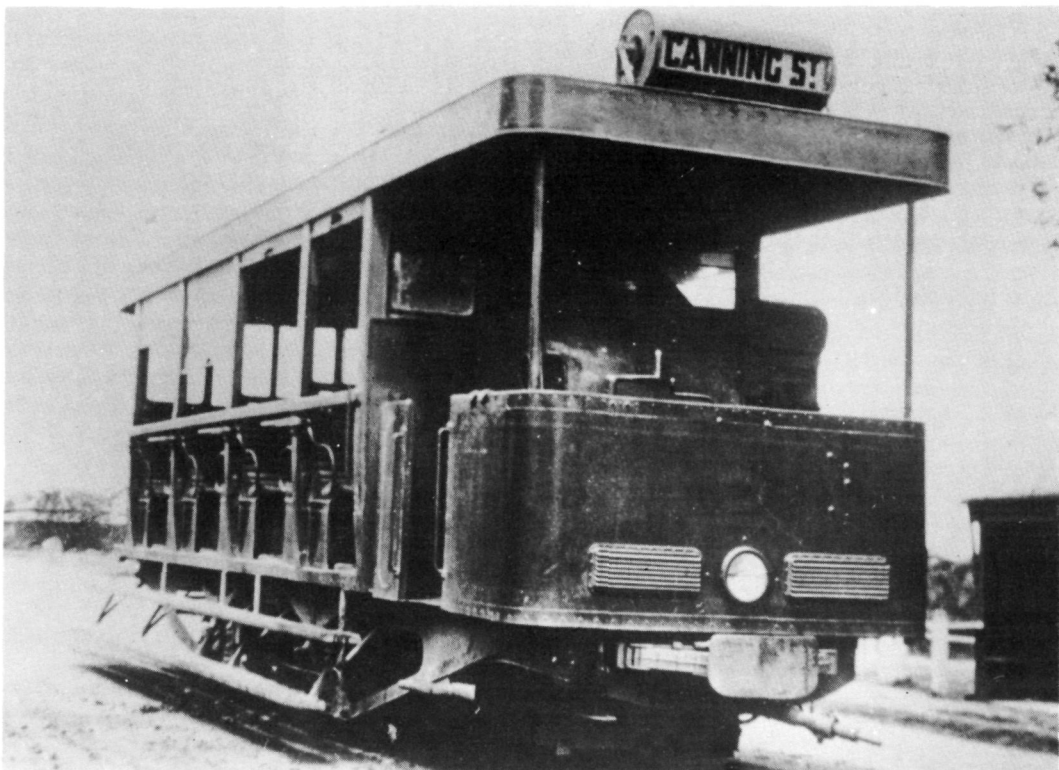
The four original Rockhampton tramcars were built complete at the Begles factory in Bordeaux. The bodies of the five others used at Rockhampton were constructed locally but the chassis, steam generators and mechanisms were made in France.

A period of 30 years separated the opening ceremony and the closure in Rockhampton. On 5 June 1909 the Premier of Queensland, Mr. Kidson, opened the tramway. On 24 June 1939 the last tram departed from the Post Office terminus in East St. at 11pm. The Rockhampton tramway carried 40 million passengers, earned £236,476 and travelled 4,526,932 miles in service.



*Purrey steam car 5 with a 40 seat trailer at the Royal Hotel, Rockhampton in the 1930's.* John Knowles collection.





*Rockhampton City Tramways car No. 2 after being rebuilt as a compound steam unit in 1923. The Rockhampton tramcars operated from 1909 until 1939 and were the last Purrey cars in service.*

Puffing Billy Preservation Society Archives from John Thompson.

Mr. Ambrose, representing V. Purrey, was responsible for the introduction of this system in Australia.

The appearance of the tramway displayed French influences:—

- \* The two long roof boards used originally to show the destinations were identical in design to those on the Paris tramways.
- \* The dress of the conductor showed French Foreign Legion characteristics. They wore the white legion hats with neck covers (le kepi blanc avec courbe-nuque).
- \* In Australia the name was pronounced "Pary" whereas in Bordeaux it was known as "Purrie".

The treatment of various aspects of the Rockhampton tramways in both the ARHS "Bulletin" by John Knowles and in *Trolley Wire*

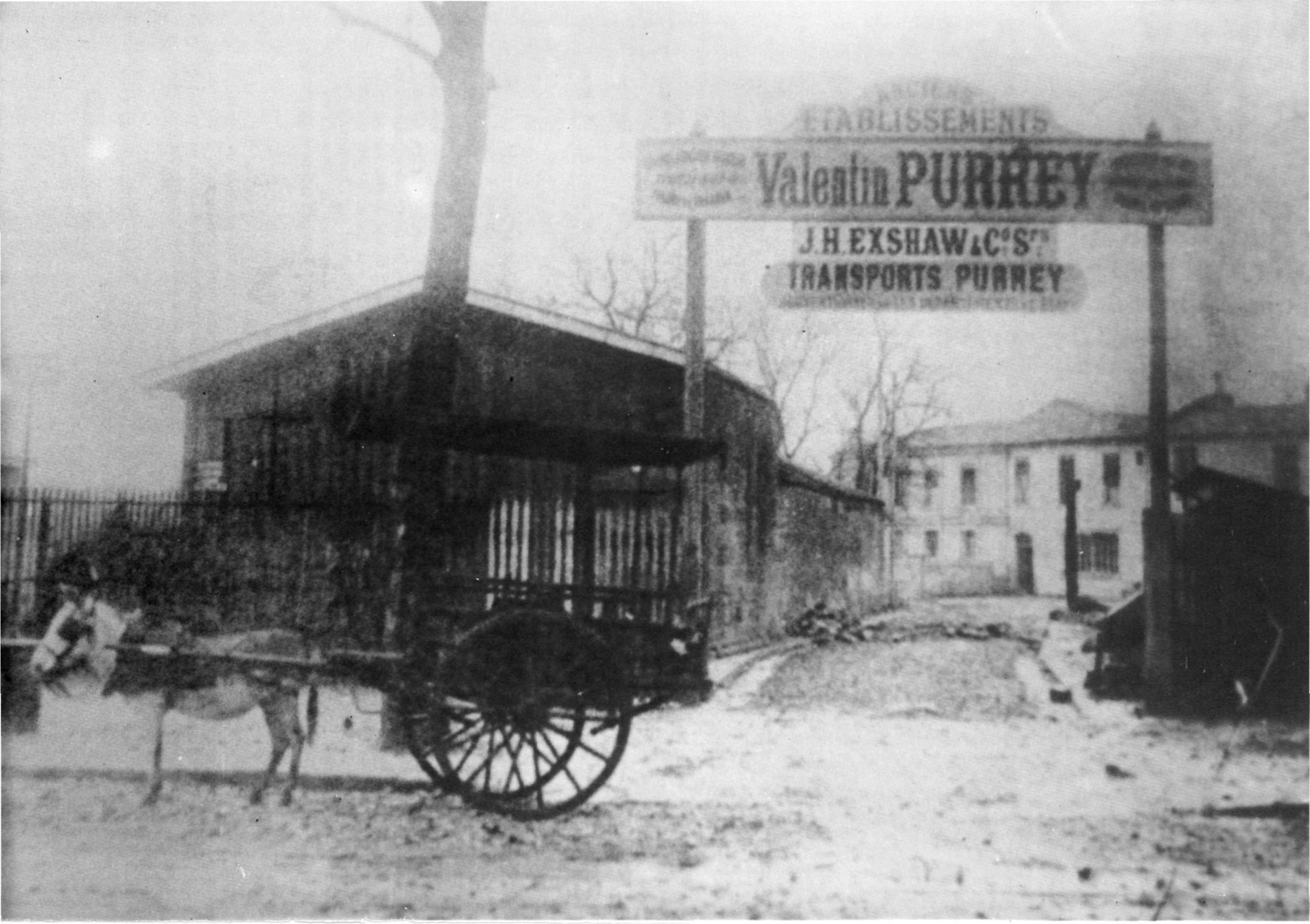
by Ken McCarthy during the early and mid 1970's, triggered a revival of interest in the products of V. Purrey in France. Dr. John Brenot presented the story of the rail vehicles produced by Purrey in Bordeaux in the magazine "Ferrovie Midi" No.75 of 1975 while Lucien Chanuc published an account of the Purrey business in "La Vie du Rail" Nos 23 and 30 also during 1975. This latter account was based largely on early articles in "Revue General des Chemins de Fer" and while less detailed than Dr. Brenot's treatment it does deal with Purrey's steam wagon and bus construction.

The mystery of the Purrey ballast motor at a Tasmanian coal mine still needs to be solved. A search has been conducted through Tasmanian steam engine registers but without success. Let us hope that time will finally solve this problem.

#### PHOTOGRAPH ON PAGE 12

*The entrance portal to the Valentin Purrey works at Bordeaux circa 1914. At this stage M. J.H. Exshaw had taken over the business from receivership. He continued to trade under the Valentin Purrey name.*

John Knowles collection.



ETABLISSEMENTS  
**Valentin PURREY**

**J.H. EXSHAW & CO'S**  
**TRANSPORTS PURREY**

# VICTORIAN GOVERNMENT JOINS THE RAIL PRESERVATIONISTS

By Don Potts

After sixteen years of dedication and patience the morale of Victoria's honorary preservationists has been boosted beyond their wildest dreams by an announcement from the Minister for Transport, Mr. Steven Crabb that the State Government will participate in the retention and restoration of certain Melbourne suburban electric wooden bodied carriages for special traffic.

Electric train preservation was initiated by the Australian Railway Historical Society's Victorian Division in 1967 and was followed by the Melbourne-based Association of Railway Enthusiasts. In December 1980 ElecRail was formed as part of Steamrail Victoria to co-ordinate all electric train preservation in the State. The Minister's announcement had been preceded during the previous twelve months by critically important and fortunately rewarding negotiations by ElecRail with the Victorian Railways (the VR passed into history at midnight on 30 June 1983 when they became part of the newly established State Transport Authority).

ElecRail had suggested that a Tait set be retained not only for enthusiasts but also for use on occasions such as the annual Australia Day Transport Pageant, film making and television purposes. A successful parallel already existed with the popularity of the vintage tourist trams operated by the Tramways Board on behalf of the State Tourist Authority.

On 1 July Steamrail Chairman Ted Godwin, ElecRail Branch Manager Don Potts and Restoration Project Managers Tom Clark and Kevin Clark met, by invitation, with the STA's Chief General Manager, Transport Operations, Mr. John Hearsch to discuss future electric train preservation.

## Tait Train

A four car Tait set will be retained in operable condition for tourist and similar activities. This equipment could also be made available for use by the various enthusiast groups on a normal charter basis. Any other Tait vehicles which may be set aside will only be available for static display.

The Tait train restoration will be undertaken at country railway workshops where skilled craftsmen experienced in wooden carriage work

are still available. Examples of their high standards, even in this modern age of metals and plastics, is evidenced by the immaculate condition of recently refurbished airconditioned country BE economy class wooden carriages upgraded to first class AE cars. Electrical work is likely to be done at Jolimont Workshops.

Restoration of the Tait sets, some aged up to 73 years, will include removal of the exterior sheet metal covers over windows adjacent to the sliding door recesses. This modification of the 1970's was designed to reduce maintenance and abolish cleaning of the double pane windows. The recent matt finish of the interior woodwork will be replaced by high gloss varnish.

The suggested colour scheme is Rose Red with Moonstone Grey along the sides at window level, with black lines separating the two main colours. These were the colours used from September 1936 until the advent of suburban one-class fares in 1958. Rose Red is less vivid than the current VR Carriage Red which was introduced in 1958, although at times of paint shortages some cars received a coat of Cherry Red.

The Government has agreed that the Tait train be restored and operated by the Railways for the State Tourist Authority which is headed by Mr. Don Dunstan, former Premier of South Australia. As a matter of policy it is not expected that the retained Tait set will make its public debut until after regular Tait services cease in 1985. However, the cars may well be restored long beforehand and then placed in storage.

In view of its close involvement in the past with Tait retention which initially envisaged a seven car set, ElecRail was invited to nominate cars appropriate for preservation. A Departmental stipulation was that the vehicles would be subject to Chief Mechanical Engineer certifying they are structurally sound and suited for continued operation.

Recommended vehicles for the four car set are:

381M (built 1918)	486M (built 1915, formerly 317M)
208T (built 1910)	48G (built 1924)



In nominating these cars due preference was given to originality and different interiors to illustrate the various architectural styles of the Tait fleet. For example, each of the four cars has different types of light fittings. Also, the G car is unique in that it was fitted with dual electric and gas lighting and could thus be utilised for both suburban multiple unit and country locomotive hauled services beyond the electrified area.

ElecRail also recommended that an additional four Tait cars be retained as supplementary cars, at least for the time being, to cover future eventuality including capacity to accommodate heavy patronage in an era when nostalgia is becoming an increasingly popular past-time. There is also the need to provide for accidents, fires and vandalism. The latter was clearly illustrated on 5 July when two school children went on a rampage armed with a broom smashing irreplaceable light fittings and 249 windows in Tait and country carriages stored at the Steamrail Depot, Newport.

The extra cars recommended were:

243M (built 1913) 203D (built 1910)

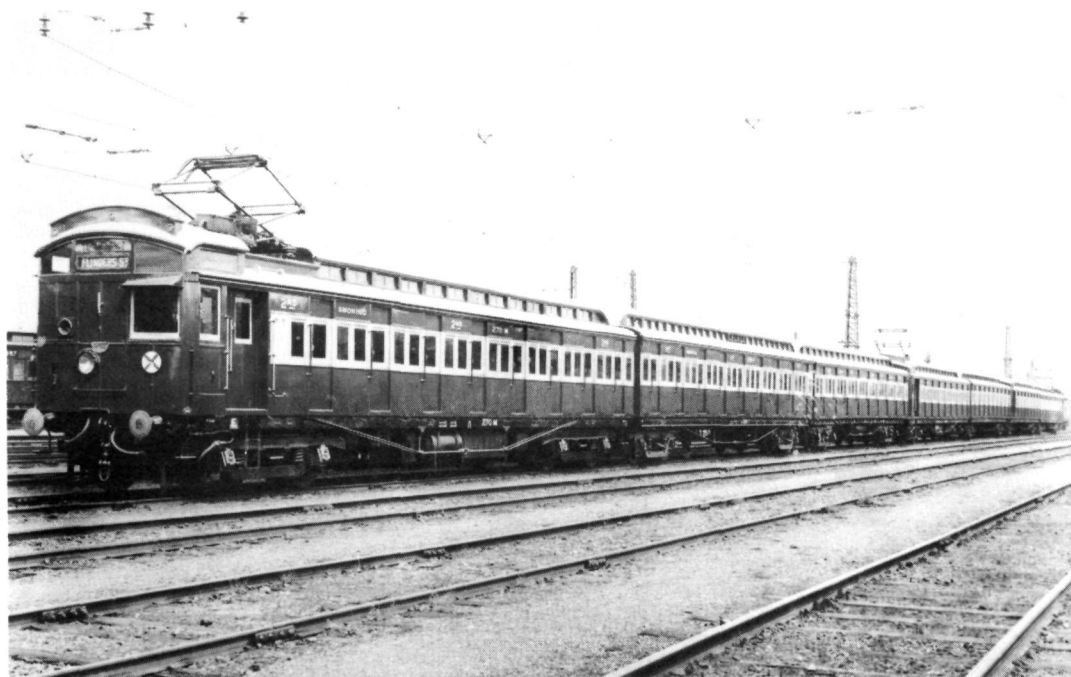
341T (built 1913)

230D retains the original high back seat dividing boards. The discerning historian will note that all cars nominated are of the original clerestory roof design as requested by the Railways. An example of the elliptical roof, on car 427M, is to be preserved by the ARHS Railway Museum. Cars 486M, 48G, 243M and 341T were still in service as at 15 July 1983.

### Swing-Door Train

The State Government has also given favourable consideration towards accepting responsibility for the restoration of a three car swing-door set comprising 107M, 137M and 93 year old trailer car 12BT. This selection was narrowed by the fact that 24D (damaged in a shunting accident) and/or 32D (rusted frame) previously proposed now appear beyond redemption for preservation.

In view of the expertise that the volunteers have gained over the past 16 years (including the near completion of the restoration of 107M involving rebuilding the accident damaged driver's cab) it has been agreed that they continue their work in partnership with the Government and the Railways. This will greatly expedite the



*The first Tait set, consisting of 270M, 229T, 5G, 263M, 208T, 265T (Ringer), and 289M, painted in the Rose Red and Moonstone Grey livery poses outside Jolimont Workshops in September, 1936. The retained Tait set is expected to be restored in these colours which featured on Melbourne suburban electric stock until the advent of one-class fares in 1958.*

Victorian Railways (RS 327)

restoration programme which otherwise would take about five years to complete. It is anticipated that 137M will be restored at Bendigo Workshops while ElecRail undertakes the labour intensive body restoration of 12BT with its ornate wooden panelling.

The swing-door set is being painted dark brown with gold lining and stone coloured roof (similar to the early colour scheme of Melbourne's trams) which were used on both swing-door and Tait stock when originally electrified from 1918 onwards. These colours have been authenticated by real-life samples uncovered when rebuilding the front of 107M.

ElecRail volunteers are most grateful to the State Transport Authority's Chief General Manager, Transport Operations, Mr. John Hearsch

and the State Government for acknowledging their honorary efforts of the past and enabling them to provide input into the Tait project and continuing participation in the swing-door restoration. There will be some enthusiasts critical of the lesser number of electric cars to be retained than originally suggested. Most of these will be amongst the many who offer suggestions but do not appear in the ranks of the small band of restorationists who, faced with spiralling costs and dwindling finances, would have been fortunate to complete the entire programme alone within the next decade. Now they can expect to enjoy the delights of preserved electric train travel — an idea they pioneered 16 years ago!

It is estimated that due to high overheads the average cost per car restored by the Railways will be at least \$40 000.

## HERE AND THERE

### NEWS ITEMS OF INTEREST FROM ALL OVER



#### **The Canberra Tradesmen's Union Club**

Details of Melbourne tramcars W2 447, cable trailer 589, and Sydney P1729 preserved at the Canberra Tradesmen's Union Club at Dickson ACT were given in the October 1982 issue of this magazine.

Earlier this year the club committee launched plans to extend the club premises eastwards and to search for two further trams for restoration and display in the new structure.

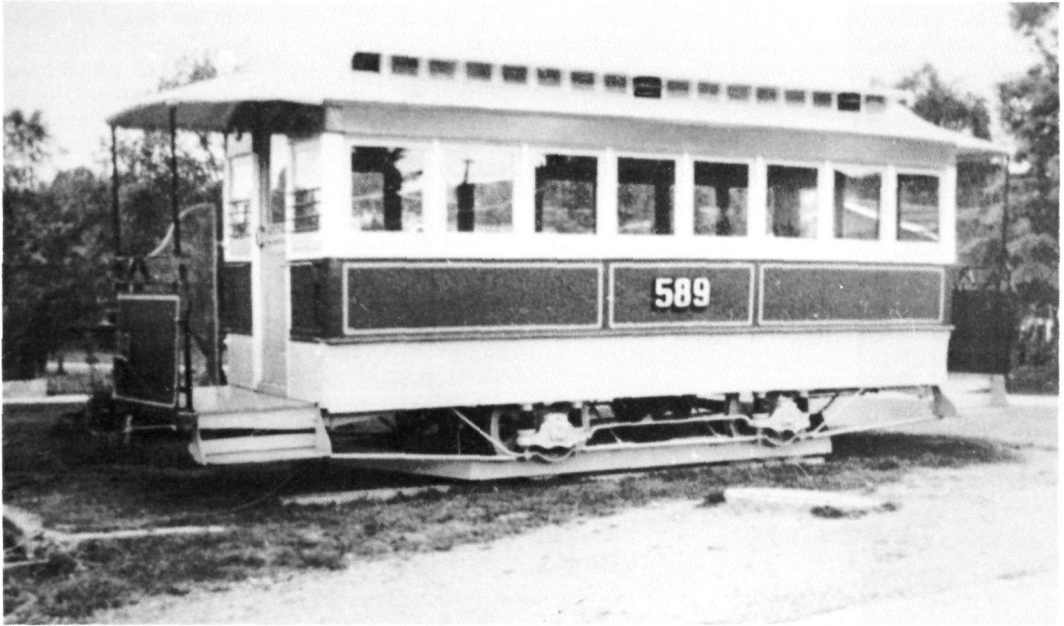
Brisbane four motor car 499 arrived in autumn while former Adelaide D type number 156 was unloaded at Dickson on 6 July. The club is searching for suitable control gear and bogies for these cars, but the possibility of rebuilding W2 components is also under consideration.

The trams at this club are mounted on wheels and stand on paved tracks. Tables have been fitted in each vehicle so that diners can eat in the saloons, but these additions have been made without spoiling the historic nature of the trams.

Considerable work is needed to restore the Brisbane and Adelaide tramcars but the club has access to considerable resources and the restoration work is well within its capabilities.

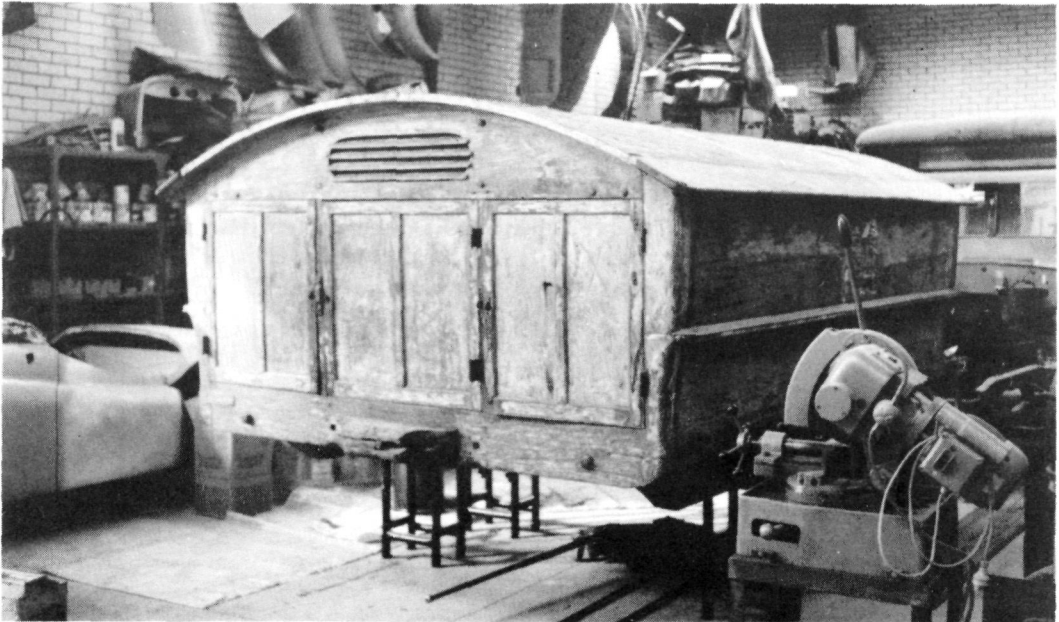
*Sydney P class tramcar 1729 at the Canberra Tradesman's Union Club on 8 September, 1981. At this stage the wall at the right had still to be demolished to open the exhibit to club dining room access. The bricks piled in front of the car were later used for track paving while the simulated cable tramway slot can just be seen at the bottom of the photo.*

K. McCarthy



*Former Melbourne cable tram trailer 589 at Fisher, ACT where it was restored for the Tradesman's Union Club.*

A. Moore



*During 1896 Randwick Workshops constructed the first of two four-wheel hearse trailers, No.27s, which saw use over the Newcastle tramway system to provide an inexpensive hearse service to connect with the Sandgate Cemetery funeral trains at Honeysuckle station. The second trailer, No.45s, was built in 1902 and the two vehicles, hauled by steam or electric trams, remained in this service until the late 1940s. They served as tool boxes at Hamilton Depot for some years before being disposed of. 27s was acquired by the Museum of Applied Arts and Sciences and is now undergoing restoration at a vintage car restorer's workshop near Sydney. Our photo was taken in June, 1983 by N. Petrick.*



# ST. KILDA . . .

## Australian Electric Transport Museum



### Museum Awards

The inaugural South Australian 'Museum of the Year' awards were presented on 16 May. This year's main award went to the South Australian Constitutional Museum. There were, however, a number of different categories AETM President Paul Shillabeer accepted an award certificate on behalf of the Museum for Administration and Restoration — an award well deserved by the small band of members who contribute so much! In the 1982-83 Museum year member voluntary man hours worked amounted to 4063 hours for restoration and maintenance compared with 2522 hours for operations and 1023 hours for administration.

On 3 June the Premier and Minister of Arts Mr. Bannon announced inaugural grants awarded under the South Australian Museums Accreditation and Grants Programme. A total of \$100,000 was allocated to 33 museums throughout South Australia. The AETM received \$9,400 for the restoration of car 42 — we are indeed very fortunate!

The grant will be used for the construction of crossbench seats and upright pillars, and the manufacture of weather blinds. Various cast aluminium and brass fittings will also be made. None of these items are now available. (20 of the toastrack B type trams were converted to A1 or A2 design in 1917, another converted to the ballast motor, while the remainder were stored in 1936 and sold in 1947.) The restoration of an Adelaide toastrack tram will now become a reality!

### Another C Type Tram

The AETM received information a week prior to the May school holidays that the body of C class tram 186 was to be disposed of during the holiday break. No. 186 had resided at the Woodlands Church of England Girls Grammar School at Glenelg since its disposal in 1954. It was used as a playroom and lunchroom for the junior school. Quick action resulted in an inspection of the body on 19 May by Ian Seymour, Max Fenner, John Hoffman and Paul Shillabeer to examine its suitability for preservation. Adelaide is fortunate in that almost all types of

trams survived until closure of the street tramway system in 1958. (A type No. 1 was retained for shunting, while B type No. 42 was used as a store for advertisements.) However the C type trams (Nos 171-190) were all disposed of in 1954 — four years too soon! As a consequence it has proved difficult to obtain a body in suitable condition.

The inspection revealed that although 186 had been in the open for nearly thirty years, it was better than our current C tram No. 173. The sub-frame was considerably better, and it had some saloon seats (ex H type) and a number of minor fittings absent from 173.

On 26 May 186 was transported to St. Kilda. At the same time the crane was used to lift 173 from its Brussels truck and place it on blocks in the yard at the rear of the depot. No. 186 was then placed on the Brussels truck. Space in the new depot, already at a premium, has meant that 186 has had to have its bumpers removed to enable it to fit inside the door on track 8. Parts of 173 will now be used in the restoration of 186, with parts from 178 and 182 obtained previously. It will now be possible to one day have a good C class tram.

### Tram No. 173

Since being withdrawn from traffic and sold in 1954, car 173 has not had a very enjoyable life! The tram was purchased and used as a beach shack at St. Kilda where it suffered badly from the elements (especially salt water at high tide) until obtained by the AETM in 1968. Car 173 was transferred to the Museum that year, but was not placed under cover until track 5 (now track 2) was laid in the workshop the following year.

The arrival of Ballarat trams 21 and 34 in September 1971 caused No. 173 to be moved outside to make room. Completion of the Trolleybus shed in 1976 alleviated the depot space problem and 173 returned to covered storage. Further acquisitions climaxing with the arrival of W2 354 in 1978 resulted in 173 being once again relegated to the track at the rear of the workshop. This track was later cut to enable construction of a ramp for loading and transporting trams by

road to the Glenelg line, thus completely isolating No. 173.

In 1981 the crane used to unload the body of dropcentre car 264 into the new tramshed was used to shift 173 back under cover, this time on a Brussels truck, in front of the dropcentre on track 8. But alas! the arrival of car 186, and the subsequent decision to restore it instead of 173 has resulted in 173 once again being moved outside — possibly for the last time.

### Restoration of F1 264 Commences

A grant of \$10 000 was received following a submission by the State Transport Authority to the South Australian 150th Jubilee Board for funds to restore F1 264. This will enable 264 to be restored in time for special use on the Glenelg line for the State's 150th birthday celebrations in 1986. Readers may recall that dropcentre car 264 was purchased by the STA in 1981 and housed at St. Kilda as part of a joint project to restore the tram. The AETM undertook to restore the car, with heavy engineering assistance being given by the STA. The agreement entitles the STA to use the car for up to six weeks a year; the tram being available for use at St. Kilda at all other times.

Restoration commenced in May. The whole of the underframe was steam cleaned. This re-

moved many years of accumulated rubbish and will make restoration work easier. All the old electrical equipment and piping from under the car were pulled out and the side panel removed.

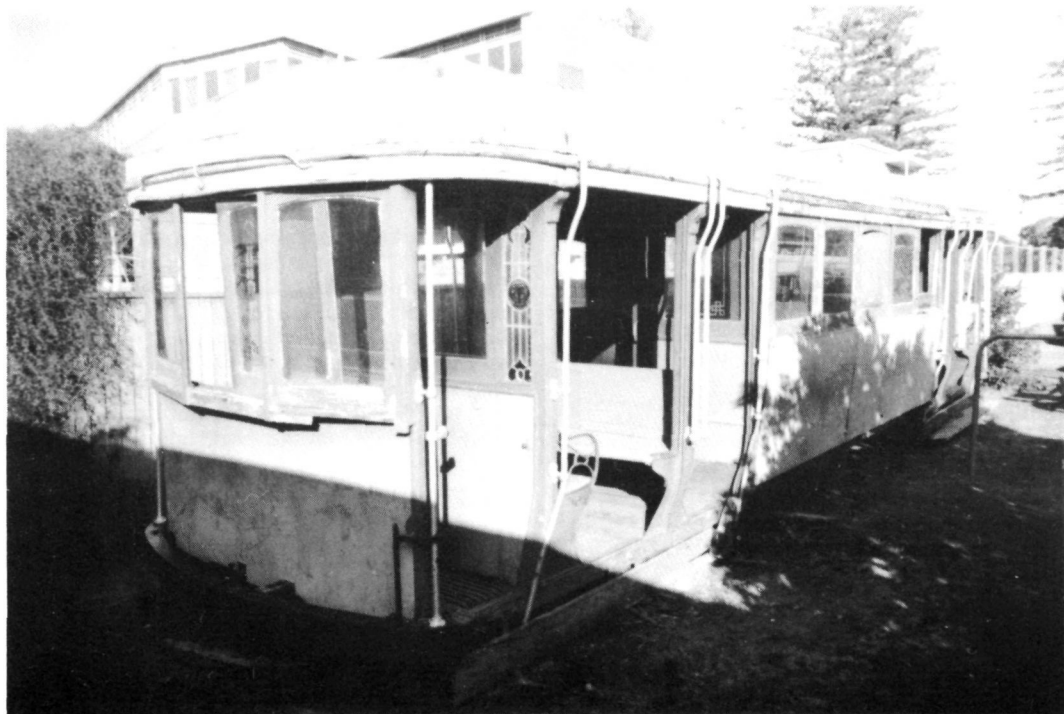
New materials including cable, piping, paint and galvanised sheet metal panels have been purchased. All braking will be replaced and the tram will be completely rewired electrically. Beading, upright pipes and sundry steelwork will be sandblasted in the near future.

### Tram No. 156 for Canberra

Readers may recall that in 1982 the AETM considered obtaining the body of D type tram 156, but opted for E1 type 118 instead. It is now pleasing to report that 156 has been obtained on behalf of the Canberra Tradesmen's Union Club (see TW Oct '82). The tram was removed from a property near Dublin, SA on 17 June and transported to the freight company's Port Adelaide depot on route to Canberra. The AETM is supplying some parts to be used in the car's restoration.

### A Record!

The drought has broken in most parts of SA with the promise of a good year for farmers, but we still have many sunny Sundays in this State. In fact on Sunday 5 June (the first Sunday of Winter) we recorded our busiest Sunday since



*C type tram No. 186 in its resting place at Woodlands School at Glenelg.*

AETM Photo



*No. 186 being loaded onto the semi-trailer for the journey to St. Kilda.*

AETM Photo

operations commenced nearly ten years ago. A total of 1,141 passengers travelled on the trams. Five bogie trams, cars 111, 192, 282, 294 and 381 were used, often running in convoys of two, with immediate turn around at St. Kilda terminus and passing at Mangrove Loop.

#### **Publicity**

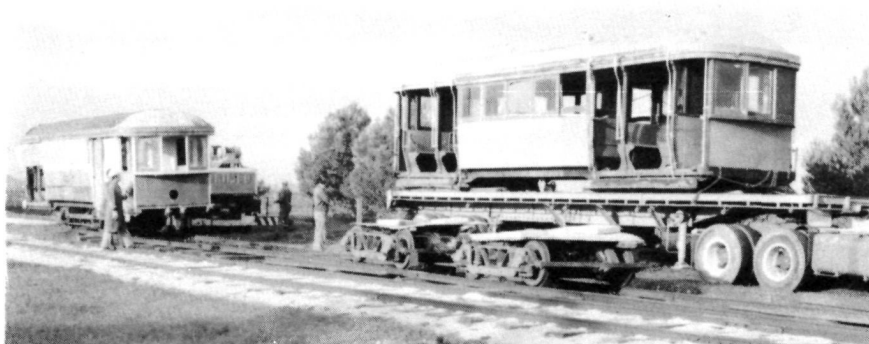
A display of photographs was set up for the duration of the May school holidays at the SA Government Tourist Centre in King William Street. Museum Publicity Officer Bev Whetter and Ron White were in attendance on most days. At the same time John Radcliffe arranged a Display at the Constitutional Museum in conjunction with the Museum of the Year awards.

Always on the lookout for publicity, Bev contacted "State Affair", a local TV magazine programme on Channel 7 and suggested they run a story on our trams. The offer was accepted, a segment was filmed during the school holidays

using cars 282 and 381 and went to air on 3 June, the item was of 6-7 minutes duration and included an interview with Bev.

#### **Adventure Playground.**

The Salisbury Council has received a \$250 000 Federal Government job creation grant to extend the St. Kilda Adventure Playground. The basic plan is for a walled medieval village complete with battering rams, battlements, grappling ropes and a wrecked ship on the shoreline. Within the walls will be a maze, a mountainous volcano with a spiral slide down the centre, a giant wave slide rolling down its slopes and a challenging rock climb up to the crater. Tough almost vandal-proof materials such as huge old wooden beams from Murray River locks are being used. The plans also include landscaping and planting ground cover to provide picnic and play areas. St.Kilda really is on the tourist map!



*No. 186 at St. Kilda. In the background sister car 173 is about to be removed from the Brussels truck. In the foreground can be seen a spare set of W2 trucks.*

AETM Photo





# ALBION PARK . . .



## Illawarra Light Railway Museum Society

### Motive Power

The crank handle mechanism for the motor of the kerosene powered Fordson 2ft gauge rail tractor, manufactured by Days-Malcolm Moore in the 1930's, has been repositioned as a straight through motion. This heavy unit was obtained from Fairymead Mill in Queensland in 1978, where it carried number 123, and major overhaul and restoration was completed at Albion Park in August 1981. The original crank mechanism was through bevel gears and worked from the side of the unit, and this proved to be a very awkward starting procedure.

The Society advertised recently for spare parts suitable for the Fordson locomotive which was converted from a standard farm tractor. Various responses were received. The most valuable was the donation of a complete tractor of c.1935 vintage of identical design to the Fairymead unit. This Fordson Major requires some attention to the tyres but will soon be in use in restored condition as a non rail vehicle and will relieve the load on the Fiat 411 tractor which has served the museum for many years. Mr. W. Arnold of West Dapto is thanked for this valuable donation.

The petrol engined Leyland Krauss 2ft gauge loco, which was built c.1938 by Newbolds on the chassis of Krauss steam loco 2179 of 1889, had been out of active service for some time due to the crack in the aluminium radiator header tank opening further. A local firm cast a new tank at cost price earlier this year and it was delivered to the museum, drilled and machined on 25 June. On that day the loco was repainted and running tests were made on 16 July.

### Operating Days

The June operating day fell on the Sunday of the long weekend. All records were broken when over 860 steam train rides were made, while 500 passengers were carried in the miners' tram behind the Gemco electric loco which operated through a trolley pole under overhead wire.

As if this was not enough, the records were further broken on Sunday 10 July when over 1,000 passengers were carried on the steam trains. The half size birney car and open toad-track were kept busy all day carrying visitors on the electric tramway. On this occasion the two regular passenger carriages, one of which seats 22 and the other 39, had most seats occupied on every journey with standing passengers on many occasions.

### Rolling Stock

Work has been progressing at a steady pace during this year on the reassembly of the chassis, motor, transmission and linkages of the former Victoria Mill, Qld. Drewry Cane Inspectors Car. This single cylinder four wheel self powered vehicle was built around 1920 and is being completely rebuilt at the museum.

A new steel four wheel waggon was placed in service during July. This is a 2ft gauge version of the NSW Railways "S" or "U" truck and contains work equipment. The low floor line makes it a most convenient vehicle for delivering plant to lineside jobs.

During last January the museum took delivery of much steam equipment from the Wollongong Hospital boiler room. The plant had been earlier converted from coal fuel to natural mains gas. The boiler feed coal hopper has been converted to a gravel bin and mounted on a Jubilee truck underframe. From a distance this looks like the usual Hudson type side tip waggon, but the hopper is fixed and the gravel flow is controlled by a sliding trap which can be opened and closed to various degrees by a hand wheel through a rack and pinion mechanism. This has proved most successful for spreading ballast between the running rails.

With the exception of end aprons, the restoration of former Melbourne cable tram trailer 430 was externally completed at the end of July. This task had occupied exactly 13 months. Before

### OPPOSITE:

Hudswell Clarke locomotive "Cairns" (B. No. 1706 of 1939) with former Queensland railmotor trailer P119 and semi-open car No. 1 at "Yallah" railway station.

A. Murray

a start is made on the interior some new malthead sheeting has to be fitted to the main roof, while further coats of chocolate and white are needed on the sides, but this part of the project occupied much less time than first thought necessary. Experiments were conducted in glass etching and the results were encouraging enough for the Melbourne Tramway and Omnibus Company emblem to be etched on the saloon door windows.

Replacement end aprons have been promised from Melbourne and while these are awaited work will now be concentrated on the interior restoration of this 1890 vintage passenger car.

### Trackwork

The society is fortunate in having a State Rail Authority Track Supervisor join the museum. One would think that such a "busman's holiday" would be avoided, but Frank Hallower has assembled a hard working track crew from the membership and the results of their track re-packing, realignment and general maintenance work has been remarkable. The riding quality makes one think that 2ft. gauge track would have been quite adequate for all of Australia's railway systems; the possibility of an XPT train on this gauge sets one's imagination at work.

### Lineside

Members of the local Apex club again worked at the museum on 24 July and fitted additional cyclone wire mesh to the picnic ground and

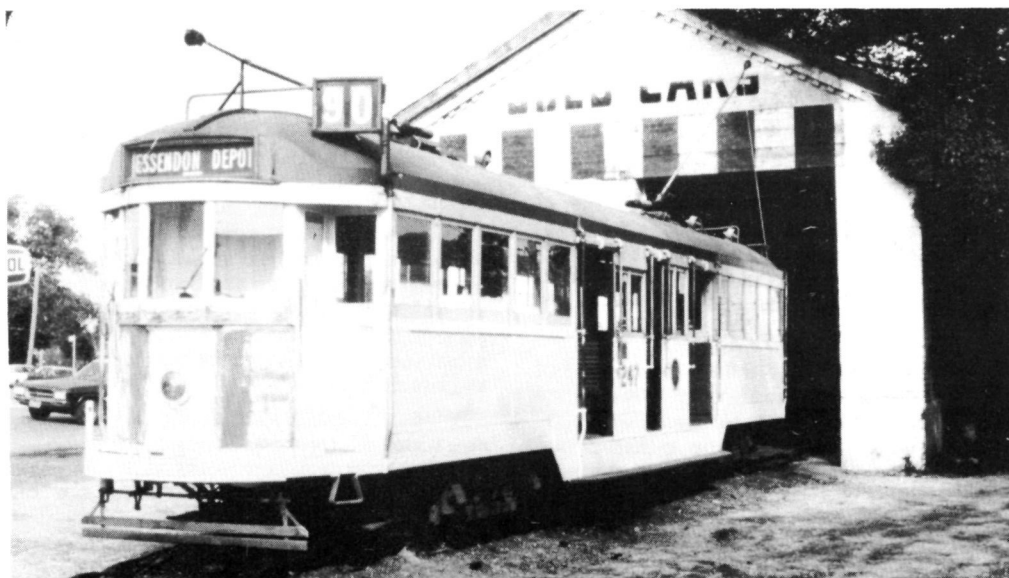
station enclosure. Eventually the entire grounds adjacent to the station will be secure and vehicles can then be stabled in the station loop between running days.

The Society was able to retrieve two disused railway crossing boom gates during May at the Port Kembla oil sidings. One of these units has been restored and was in the use at the picnic ground level crossing on 10 July.

The eastern loop points at the main passenger station are now worked by a lever on the "Yallah" station platform, reducing the number of members which must be on roster on open days. A point indicator lamp has been fitted to this junction so that drivers can clearly see how the blades are set. Concrete blocks and studs have already been set for the erection of junction signals in the station yard. At the end of July the museum obtained an eight lever signal box frame with interlocking, and this will eventually work the station yard points and signals.

### Work Parties

Even though this museum does not enjoy a large membership, throughout the winter over a dozen workers have been available every Saturday while those on shift work or temporarily employed have been also working hard at the museum on Tuesdays and Thursdays. In addition, the museum has been grateful for the work done by many "community workers"; people sentenced to 100 hours of community service by the courts due to traffic infringements and minor misdemeanors.



W2 247 during repainting at Wallsend in January, 1983.

R. Phemister

# WARABROOK . . .

## Newcastle Tramway Museum

Former Sydney R1 tramcar 1995 remained at a temporary location for one month before arriving at the restoration site in Sydney on 12 May. A search for suitable bogies proved successful when the firm of Portec made a pair of R class trucks available for the restoration of 1995 on 19 May. Since May, weekend work parties and the efforts of a tradesman on some week days have resulted in much of the body being restored while the roof has been sealed with a fibreglass cover.

On 2 August representatives of an engineering firm inspected the bogies of 1995 to prepare a quotation for the fitting of Melbourne W2 motors. All items are now on hand for the complete restoration of this vehicle to operating condition.

At Newcastle major progress has been made in the restoration of the body of LP 284. During winter retrieved side panels from 337 were fitted to car 284 in the location of missing units, while

the interior bulkheads have been reconstructed and polished.

The great day of power operation arrived on Saturday 23 July when W2 247 was driven in and out of the Wallsend shed on a wandering lead. It is 33½ years since the last tram, LP 316, left Wallsend in November 1949! This event attracted many local residents and passers-by who sampled electric tram rides on the short length of track during that Sunday afternoon.

On Tuesday 2 August the Newcastle Tramway Museum finalised a 99 year lease with Newcastle City Council and the Kern Corporation for a 3,000 square metre parcel of land on which the tramway depot and museum will be established in the Waratah Estate. From this depot area a tram route, eventually extending to 5 km, will take the trams through the main parts of the development.

The Waratah Estate, known as Warabrook, is being developed by Kern Corporation on the old



*R class cars 1804 and 1892 arrive at the Waratah Estate from Ashford on 27 February, 1982.*

R. Phemister

abattoir site at a cost of \$236 million. The area will include an integrated housing estate, retail and light industry, and a high technology industrial park.

Exactly 60 years ago poles and overhead wire were being erected along Newcastle streets for the electrification of the steam tramway; the opening of the original route to Mayfield took place in December 1923. It is hoped that by December 1983 similar evidence of tramway electrification will again be seen in Newcastle in the estate area at Mayfield West.

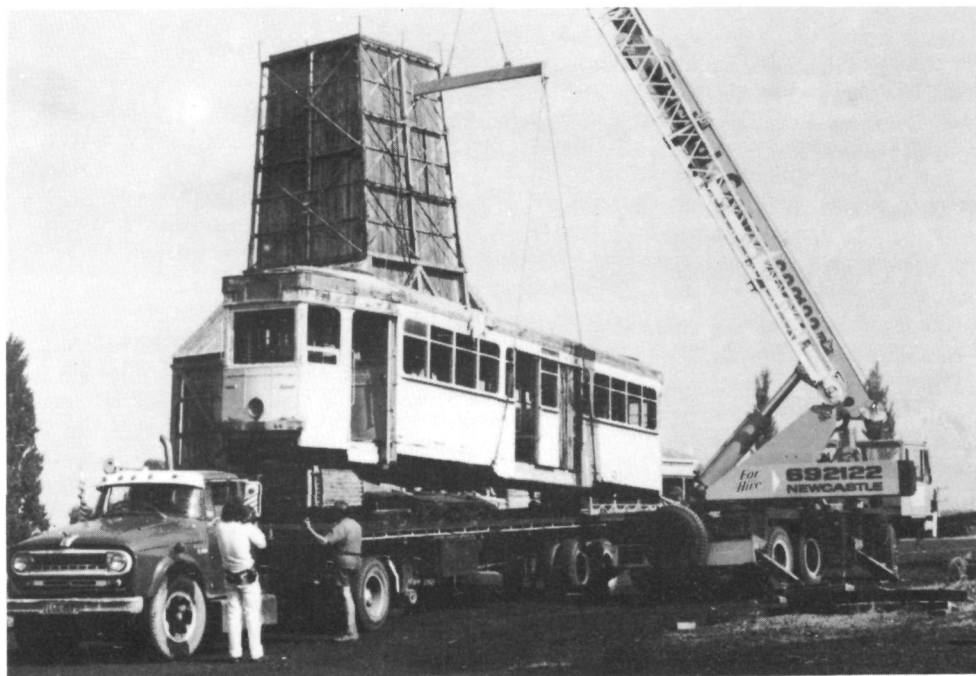
*Right: Exactly one mile of track is on the ground at the former abattoir site. This will be lifted and relaid once the right-of-way has been established.*

*Below: In 1981 Society members discovered LP 284 in a hayshed at Aberdeen. This photo shows the interior of the tram as found — complete with thirty years accumulation of cobwebs and junk.*

Both R. Phemister







*R class 1884 was moved from Richmond Main Colliery on 28 December, 1982 where it has been stored for some years for another group.*

S. Cornish



*Members use a Bobcat to uncover a three-way turnout at the former Rozelle tram depot on 4 December, 1982. This work was carried out in conjunction with the Sydney Tramway Museum who were also lifting pointwork.*

S. Shorte



*Above: R 2044 was hauled out from under its protecting roof using firewood as rollers. Due to the soft nature of the ground, a second tow truck had to be called to assist the first! 2 July, 1983.*

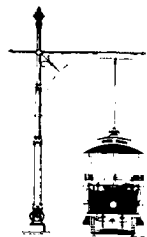


*Left: On 9 July the crane arrived to load 2044 onto a low loader. Bill Parkinson is seen supervising the first lift.*

Both courtesy Mrs. M Lemann

# LOFTUS . . .

## South Pacific Electric Railway



### New Site

A considerable amount of progress has been achieved at the new site and the major attraction at the June and July major works days has been the cleaning and preparation of the three-way point ex-Rozelle Depot, which is being assembled on the concrete slab on which it will eventually be permanently positioned as stage one of the new depot fan, to connect Roads 1, 2 and 3.

Despite its years of service at Rozelle and its being partially buried since November, 1958, this piece of special work is in remarkably good condition and will look rather impressive when finally ready for use.

On 6 August, concrete was poured for the slab on which stage two of the next piece of special work will be positioned. This will adjoin the three way point and will be the first piece of special work actually constructed by the Society. Designed by Bill Denham, it will be basically a right hand turnout from the future ladder track, leading to the three way point but will also incorporate a left hand turnout from the ladder track to form the triangle connection to the tramway street. Formwork for the left hand turnout was positioned on 6 August. This will be the third and final stage of the project.

The installation of electrical wiring and lights in the shed is continuing, with much of the recent work being carried out by Geoff Olsen.

On 23 July, most of the grooved rail from the new site rail stack was positioned around the site for use as required and the trolley bus bogie, ex Cardiff, Wales, was moved inside the shed for restoration.

### Off Site

While not exactly Society work, the Society's scrubber car 134s, ex "D" class 102, took to the S.R.A.'s tracks on Friday 15 July, to carry out the same task as it was used for when working on the Eastern Suburbs Railway, prior to the opening of that line 1979.

During the recent rail strike, which lasted from 29 June until 15 July, inclusive, the S.R.A. Way and Works Branch made the most of the opportunity and carried out numerous large

scale track maintenance projects, one of which was portion of the Gymea-Caringbah duplication on the Cronulla branch line. As was the case with the Eastern Suburbs line, the new rails which had been laid were pitted and it was also necessary to remove mill scale prior to their being used by trains.

The Society was approached on Thursday 14 July, in regard to the used of the scrubber and after some rather hurried arrangements, it was made ready for use the following day. Bob Cowing and Wayne Armitage were seconded from their usual work and utilised as the crew and after a few technical problems, 134s was allowed out onto the main Illawarra line at Sutherland and meerily scrubbed her way to Cronulla and back, being the first tram to travel to Cronulla in 51 years.

Perhaps the SRA might give some consideration to providing an exchange siding at Sutherland when our new line reaches that point, to facilitate such work in the future!

Our thanks go to Dick Clarke and David Rawlings for their behind the scenes work on this project, Wayne Armitage for giving up his time to operate the car and Noel Reed for his assistance in arranging contact with S.R.A. and the Society.

### R1 2044 Comes Home.

After many frustrated attempts, due once again to the inclement weather, 2044 was towed out from beneath the protection of the shed which had been erected around it at the Bowral property of Mr. Martin Lemann, on Saturday 2 July, preparatory to the transfer to Loftus.

On the following Saturday, 9 July, Bill Parkinson was on hand at Bowral once again to supervise the loading of the car onto a low loader and the movement at Loftus. Although the weather had been generally fine during the preceding week, the ground proved to be rather soggy and it was necessary to obtain the services of a tow truck to retrieve the low loader and crane truck at various stages, until the tow truck itself became bogged. Unfortunately, the humour

of the situation was lost when the bill was presented!

2044 arrived at the new site at 3.15 p.m. on 9 July and was unloaded onto a pair of W3 bogies and pushed into the shed at 4.50 p.m.

Our thanks are extended to Bill Parkinson for supervising much of the work involved in obtaining and transporting the car and liaising with Mr. Lemann. Our thanks are also extended to Mal McAuley for undertaking some of the initial arrangements involved with the recovery of the car and to the members who assisted at the work party on 16 April.

\$1000 was contributed toward obtaining 2044, by a *non member*, who was interested in having the Society preserve a 2000 series post-war R1 and was prepared to offer material assistance and the Society is extremely grateful for this generous donation.

While much work needs to be carried out on the car to restore it to a trafficable condition, it is no worse than was 1979, when that car arrived from Randwick Workshops. The car is structurally

sound and relatively free of rust and is a most welcome addition to our fleet of Sydney cars.

#### **Annual General Meeting.**

There were only four nominations received for the four vacant positions on the Board of Directors and accordingly, members Michael Balk, Richard Jones, Peter Kahn and David Rawlings, were appointed to the four positions without the need to hold an election.

Colin Gilbertson, one of the four retiring Directors, did not seek re-election, due mainly to the pressures of his accountancy practice and he was replaced by Peter Kahn.

In his two years of service on the Board, Colin effected major changes to the Society's accounting procedures and laid down the guidelines for sound financial management for his successor to follow and for this, as well as his dedicated service to the Society and assistance to his fellow Directors, we extend to him our gratitude.

Following the first meeting of the new Board of Directors, a re-allocation of positions took place and the areas of responsibility of the various Directors are as follows:—



*Whoops! Mind that branch! R 2944 is swung around the crane without bringing the trees down or damaging the tram.*

Courtesy Mrs. M Lemann





*The low loader has been placed in position and 2044 is being positioned for lowering onto the trailer.*

*Courtesy Mrs. M Lemann*

<i>Chairman</i> .....	Robert Cowing
<i>Secretary</i> .....	Richard Jones
<i>Treasury/Finance</i> .....	David Rawlings
<i>General Manager</i> .....	Robert Cowing
<i>Security</i> .....	Michael Balk
<i>Trading</i> .....	Michael Balk
<i>Operations (Traffic)</i> .....	Peter Kahn
<i>Public Relations</i> .....	Peter Kahn
<i>Mechanical/Electrical</i> .....	William Parkinson
<i>Maintenance</i> .....	Geoffrey Olsen
<i>Curator</i> .....	Geoffrey Olsen
<i>Members' Service</i> .....	Richard Jones

David Rawlings was also appointed to the position of Deputy Chairman and as part of the Board's policy of delegation of authority, William Denham has been appointed to the position of Safety and Crew Training Officer.

Ben Parle was re-appointed as Membership Secretary and all other Non-Board positions remain unaltered.

### **Leyland Tiger 1275**

The Society's 1937 vintage Leyland Tiger half cab bus has been partially restored by courtesy of British Leyland, at the Pressed Metal Corporation's workshops and will be utilised by Leyland to promote the new 1983 model Tiger. From the outside, the bus looks immaculate and has been fitted with side and rear destination boxes (without mechanisms, however) as part of the restoration.

As mentioned, the work undertaken was not a complete restoration but it has certainly lessened the amount of work which will be required to be carried out by the society to complete the job.

We again extend our thanks to Geoff Johnson for the role which he played in representing this matter to Leyland and also to Leyland for the assistance given to the Society.

### **1984 COTMA Conference**

Advice has been received of the dates and venue of the 1984 Bi-Annual Conference of the Council of Tramways Museums of Australasia. The Conference is to be hosted by the Museum

of Transport and Technology (MOTAT), Auckland, New Zealand and will be held on Saturday, Sunday and Monday, 2, 3 and 4 June, 1984.

Further details of the Conference will be announced when to hand.



*Above: Loaded and ready to roll but . . . due to the soft ground the Mack required the assistance of a tow truck to get moving.*

*Below: Ready to leave the Bowral property bound for Loftus on 9 July, 1983.*

Both courtesy Mrs. M. Lemann



# Museum Directory

## BALLARAT TOURIST TRAMWAY

**Ballarat Botanic Gardens, Wendouree Parade,  
Ballarat, Victoria.**

**(Ballarat Tramway Preservation Society Limited)**

Tram Rides, Static display of trams, photos;  
Sales Department etc.

Operates Saturdays, Sundays and Public  
Holidays (Christmas Day excepted) and most  
days during Victorian School holidays and the  
Ballarat Begonia Festival 11 am — 5 pm.

Telephone: Tram depot (053) 34 1580  
Bungaree House (053) 34 0296

Correspondence: The Secretary, B.T.P.S.,  
Box 632, P.O. Ballarat,  
Victoria 3350.

## BRISBANE TRAMWAY MUSEUM SOCIETY McGinn Road, Ferny Grove, Queensland

Tram rides Sundays and most Public Holidays  
between 1.30 pm and 4 pm.

Correspondence: The Secretary, B.T.M.S.,  
McGinn Road, Ferny Grove,  
Queensland 4055.

## AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) INC.

**St. Kilda, South Australia**

Trams — Trolley Buses — Electric Locomotive

Trams operate Sundays and Public Holidays  
1 pm — 5 pm (except Christmas Day and Good  
Friday). Groups may arrange inspections on  
Saturdays by appointment. No public transport  
available. Interstate visitors please contact  
AETM if transport required.

Correspondence: The Secretary,  
AETM (SA) INC.,  
Box 2012 G.P.O., Adelaide,  
South Australia 5001

In emergency phone (08) 297 4447.

## ILLAWARRA LIGHT RAILWAY MUSEUM SOCIETY, Albion Park, New South Wales

Museum open on the second Sunday of each  
month between 11 am and 5 pm.

Correspondence: The Honorary Secretary,  
Box 1036, P.O. Wollongong,  
N.S.W. 2500

## STEAM TRAM & RAILWAY PRESERVATION (CO-OP) SOCIETY LIMITED

**Parramatta Park Steam Tramway,  
Parramatta, New South Wales**

Steam trams are operated on the 3rd Sunday of  
every month from 1.30 pm to 4.30 pm.

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

The surrounding parklands are suitable for  
picnics, barbeques, etc. and contain historical  
buildings.

Public transport is available. Rail to Westmead  
Station then walk across parkland to the depot.

Correspondence: (SAE would be Appreciated)  
The Secretary, S.T. & R.P.S.,  
Box 108, P.O. Kogarah,  
N.S.W. 2217

## SYDNEY TRAMWAY MUSEUM

**Princes Highway, Loftus, N.S.W.**

**(South Pacific Electric Railway Co-op. Society  
Limited).**

Electric trams from N.S.W., Queensland and  
Victoria.

Tram rides Sundays and Public Holidays (except  
Christmas Day & Good Friday) 10.30 am — 5 pm  
5 minutes walk south from Loftus Railway  
Station.

Correspondence: The Secretary, SPER,  
Box 103, P.O. Sutherland,  
N.S.W. 2232

## TASMANIAN TRANSPORT MUSEUM SOCIETY Glenorchy, Tasmania

Comprehensive transport museum under con-  
struction.

Correspondence: The Secretary, T.T.M.S.,  
Box 867], G.P.O.,  
Hobart, Tasmania 7001

## VICTORIA'S TRAMWAY MUSEUM

**Union Lane, Bylands, Victoria**

**(Tramway Museum Society of Victoria Limited)**

Horse tram rides, museum site, trams, photos  
and other items on display.

Sunday 11.00 am to 5.00 pm.

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



NEWCASTLE  
TRAMWAY  
MUSEUM

284

OVERTAKE  
TURNING  
VEHICLE

PPD-161