

TROLLEY WIRE

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AUSTRALIAN TRAMWAY MUSEUMS

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THE KILMORE HORSE TRAMWAY

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From the Editor . . .

With this issue we welcome to our ranks the Melbourne Tramcar Preservation Association Inc., who have adopted *Trolley Wire* as their house journal. Regular reports on their progress at Haddon will be appearing in these pages.

Please note that a small price increase takes effect with this issue. Previously the additional costs in providing 40 page issues over our usual 32 pages have been provided from SPERs bookshop sales. The increase will allow the magazine to cover its costs and let us give you up to three 40 page issues each year.

The December issue appeared much later than expected due to Australia Post restrictions on handling bulk mail after 15 December (the Christmas rush), and to our printer and binder moving premises and taking their annual vacation.

The mail delays at some Sydney regional mail centres has caused a massive backlog of mail (1½ million items at one stage). As at mid January we understand that copies of our October issue have yet to reach members and subscribers in some areas.

FRONT COVER:

Hudson Park Horse Tramway car 253 commencing its first return trip from the southern terminus after the official opening on 7 March, 1982. The then Victorian Minister for Tourism Mr. G. Weideman, stands to the left of the driver, the Shire President, Cr. A. Knight, to his right and the TMSV Chairman, Mr. H. Haugh on the step.

WILLIAM F. SCOTT

BACK PAGE:

Trams from three cities dominate this view of the depot at the SPER old site at Loftus, taken in December, 1984 by Richard Hall.

It is regretted that several serious errors were made in the preparation of the February edition of "Trolley Wire". Apologies are extended by our printer and the missing caption, incorrect heading and advertisement reproduced here for those members that wish to adjust their copies.

Caption — missing from page 27

Perth F class 34 at Mandurah in October 1984. The wooden door was fitted by the owners of a caravan park located opposite the local historical society's museum. The car is in very good condition after thirty years in the open.

Page 28

ALBION PARK . . .



Illawarra Light Railway Museum Society

Page 31

Sunday, 16 March, 1985

SPECIAL PUBLIC OPEN DAY TO COMMEMORATE 20 YEARS OF ELECTRIC TRAMWAY OPERATION AT LOFTUS

From 10.00 am. Activities will include frequent tramcar movements; vintage bus rides between old and new sites; inspection of new site at Pitt Street, Loftus; hot food stall; film screenings; band recital.

Saturday, 13 April, 1985

SPER ANNUAL DINNER to be held at Sutherland Shire Masonic Club

Three course dinner, selection of drinks, guest speaker, short film show.

Charge expected to be \$20.00 per head.

Bookings will be very welcome from members and friends of kindred organisations.

Please write to Peter Kahn, c/- GPO Box 103, Sydney, NSW 2001 by 1 April at the latest.

THE KILMORE HORSE TRAMWAY

by William F. Scott

Kilmore is a small country town 37 miles north of Melbourne formerly on the main road between Melbourne and Sydney, though now bypassed by a freeway.

The local council began to develop its recreational area, Hudson Park, in the late 1970's as part of an overall plan to encourage tourism.

The Tramway Museum Society of Victoria was then operating a horse tramway only 4 miles south of the town on its Bylands site prior to electric operation, a rather similar course of events to those at the National Tramway Museum, Crich, England and Ferrymead, New Zealand. The same time as electrification drew near at Bylands, the Kilmore Shire Council suggested a horse tramway be constructed in Hudson Park.

The local newspaper eagerly reported in July, 1981. "The overall project would provide a significant tourism boost to the Kilmore area".

Co-operation between the Society and Shire was soon agreed upon. The Museum provided the permanent way, the Shire constructed and financed the two car depot at the northern terminus. The depot is neatly constructed of dark green "Colour Bond" corrugated sheet metal, with a pitched roof

and lean-to on the west side. The line runs north to south with the depot at the northern end.

Track laying occurred during November 1981 by Society members assisted in the main by the local Apex Club. They laid 75lb per yard rails from disused early Victorian railway sidings at Wallan and Craigieburn, plus a set of tramway points outside the two road depot.

Two tramcars were provided for the line. The first is restored Melbourne cable car trailer No. 256 built in 1888, which operated at Bylands from 1975 and looks like a typical single deck saloon car of the horse tramway era. This car was found by the Society during 1974 in remarkably good condition after being withdrawn in 1926, as a roof had been built over it. Two similar cars ran on the horse car line between Royal Parade, Melbourne and the Zoological Gardens, from the 1890's to 1923. The only modifications for horse operation were removal of the timber skirting below axle box level, draw bar and twist plate, to lighten the load for the horses.

The second and most used car is a replica crossbench built during 1978 and 1979 in Mildura by two Society members on cable car trailer



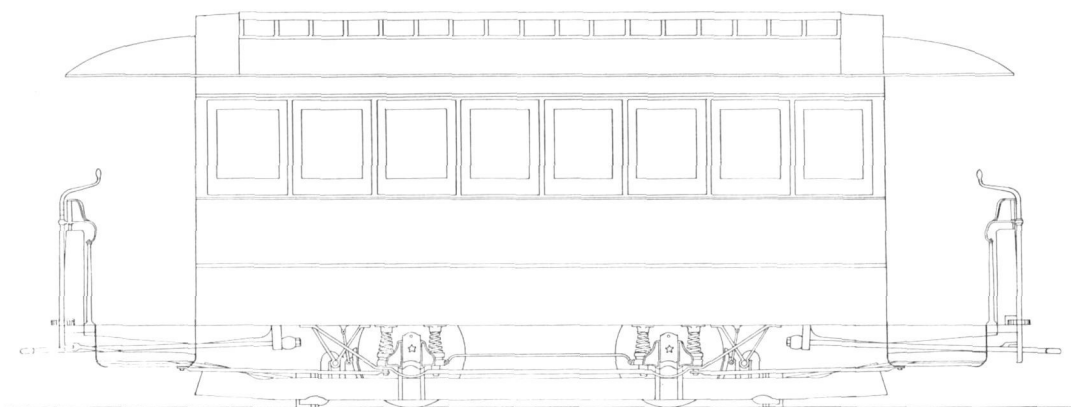
The line's fleet outside the depot with saloon car 256 readied for service.

WILLIAM F. SCOTT



Car 253 leaving the depot area on opening day and before the wall of scrub beside the line was removed. The AEC Regal Mk 3 bus belongs to the TMSV and conveyed members and visitors from Melbourne for the opening.

WILLIAM F. SCOTT



Melbourne Tramway & Omnibus Company side elevation drawing of a cable car saloon trailer. The skirting and drawbar which were removed for the horsecar operation can be clearly seen.

K S. KINGS COLLECTION

undergear, like the two identical such cars which ran on the same horse car line.

Charlie the horse is the same one which hauled the horse car at Bylands and grazes in a field near the park. He has been made available following tramway articles in the local newspaper.

The line was opened on a warm and sunny Sunday, 7 March 1982, by the Victorian Minister of Tourism. The opening was only the first stage, approximately 160 yards of 4'8½" gauge single track. This initial length was limited by the need for earthworks, estimated to cost \$5,000, to repair soil erosion by Kilmore Creek which parallels the track on the eastern side. It was hoped that the State Rivers and Water Supply Commission would carry out these works as part of a scheme to beautify the stream. The alternative extension at that time was a sharp curve on a grade, probably too awkward for the horse to negotiate with a loaded car.

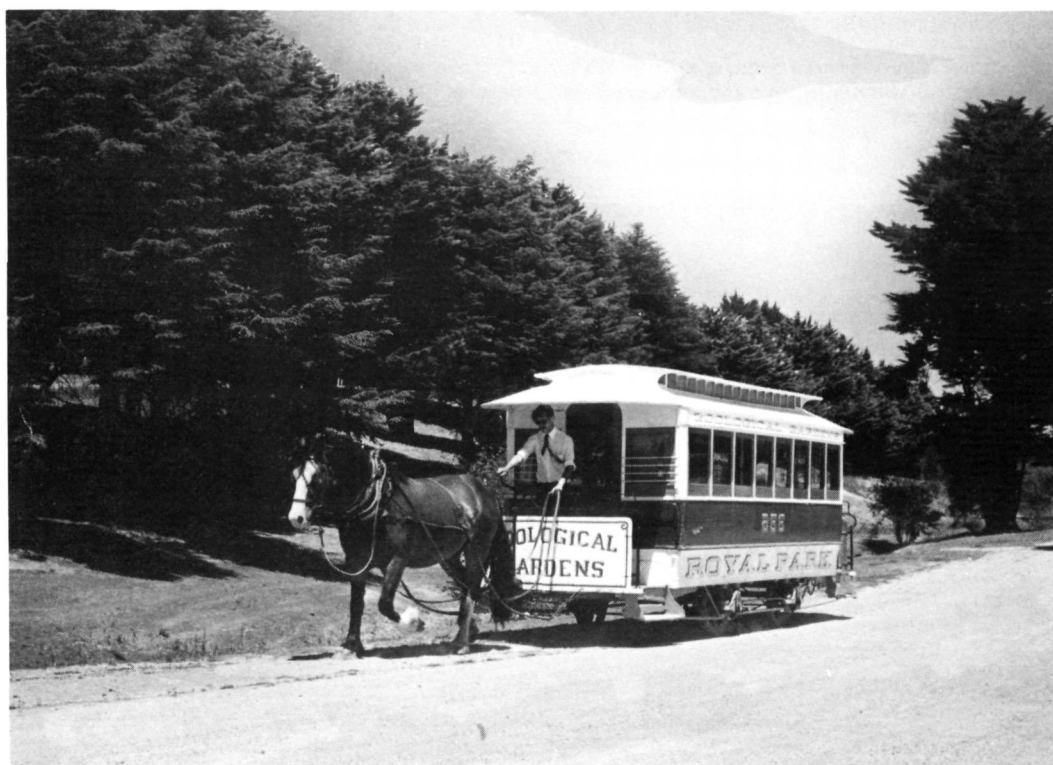
The earthworks were undertaken by the Shire Council about May 1984. They included lowering the drain, making good the soil erosion and excavating to enable the line to be extended

alongside the creek, thereby eliminating any need for a sharp curve on a grade.

Additionally the scrub which crowded out the creek banks was removed under a community employment scheme around November 1984. The result gives an air of spaciousness and opened up a vista not seen in contemporary times.

The way is now clear for the line extension. Initial discussions between the Society and Shire Council have occurred though the precise route has yet to be decided. Provisional arrangements call for the line to proceed close to the creek as far as the commencement of White Street, then continue generally between the creek and the street, to the northern end of the Kilmore Leisure Centre car park, where trees will provide shade for the horse during layovers.

Owing to a steady overall grade up to the Centre, some excavation will be required to smooth out and reduce the grades for the horse. A balance struck between excavation costs and grade reduction achieved, will determine the exact route. The extension will approximately double the length of the present line.



Car 256 approaching the depot area after the recent clearing of scrub from the creek banks, viewed from the park. This scene is in contrast to the previous one taken before the banks were cleared.

WILLIAM F. SCOTT



The time honoured ritual of turning the horse, Charlie, who pulled a milk float prior to his acquisition by the Society. His present duties must seem vaguely familiar!

WILLIAM F. SCOTT



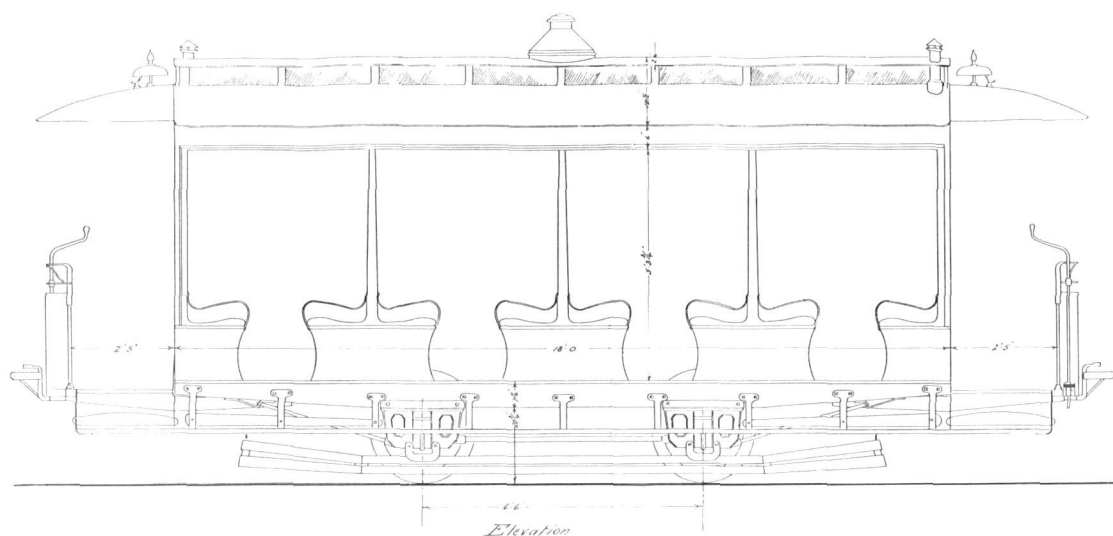
Car 256 approaching the depot area after recent clearing of scrub from the creek banks, viewed from the new footpath cut into the bank. A pine rail fence will be erected where the tramway parallels the footpath.

WILLIAM F. SCOTT



View from the existing southern terminus. The rails are just visible in the foreground with the new formation beyond. The site of the recent earthworks is illustrated about where light meets shade on the formation. A comparison with the photo opposite indicates the degree of scrub removal required for the extension.

WILLIAM F. SCOTT



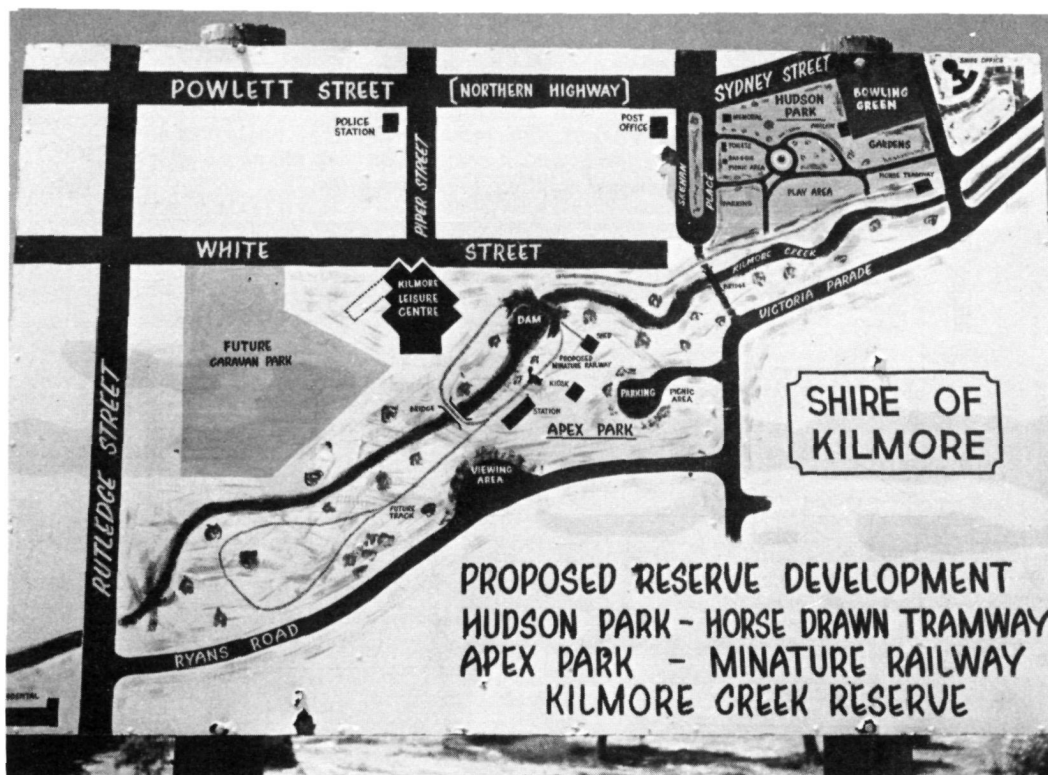
Melbourne Tramway & Omnibus Company side elevation drawing of the crossbench cars which ran to the Zoological Gardens, of which the Kilmore car is a replica.

K. S. KINGS COLLECTION



The general area looking north showing the last leg of the planned extension, as seen from the first of three trees, somewhere under which the new terminus will be located. The long steady grade is evident.

WILLIAM F. SCOTT



A map erected near the Leisure Centre showing proposed reserve developments. The tramway route can be observed between Hudson Park and White Street. The signwriter has misspelt "Miniature" twice!

WILLIAM F. SCOTT

The Leisure Centre includes swimming, spa and gymnastic facilities. On the eastern side of the creek is Apex Park. Here a miniature live steam railway will operate with a loop extending over the creek near the planned new tramway terminus and the Centre. The various attractions are referred to generally, as the Kilmore Creek Reserve Development.

It is possible a further extension will be made to the tramway, bringing it nearer still to the Centre. A resolution of the grade problem in the area must occur first, maybe in connection with future car park improvements.

The tramway operates on Sundays and at other times by arrangement.

Kilmore is within easy reach of central Melbourne, on the main road to Echuca via Bendigo and close to the Hume Highway from Melbourne to Sydney.

The Kilmore Creek Reserve Development therefore has great potential as a tourist and recreational focal point. The extended Kilmore Horse Tramway will become the principal link in the Reserve.



A mid Sunday morning view through the trees from the other side of the cleared Kilmore Creek. The new footpath cut into the west bank is clearly seen.

WILLIAM F. SCOTT

NEW TRAMS FOR LOWELL

by R. I. Merchant

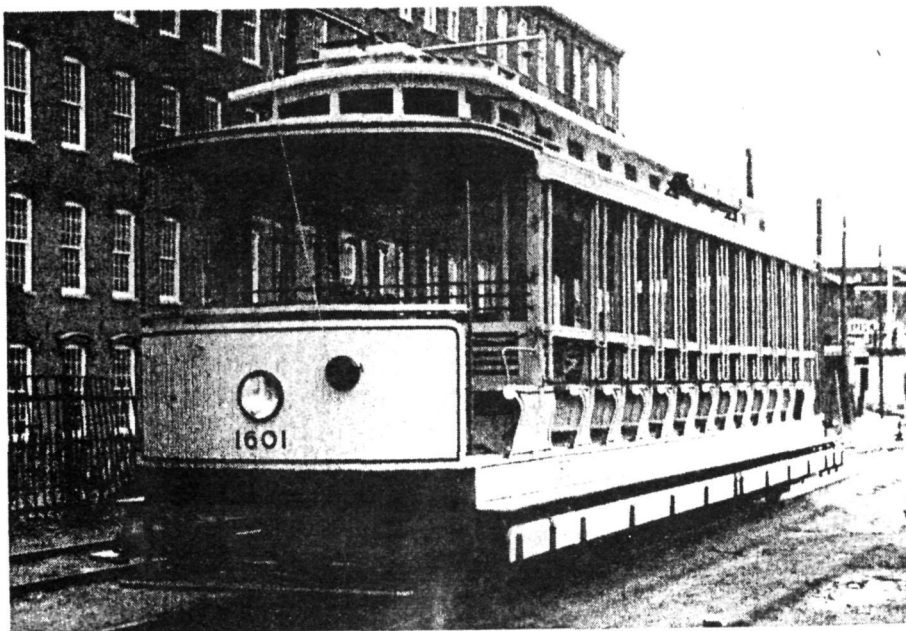
The J. G. Brill Company lives on in spirit in two new 15-bench open tramcars built for the Lowell National Historical Commission. They will run in an historical park located in the Massachusetts town of Lowell, some thirty miles north-west of Boston, which was established in 1978 to commemorate the town's pioneering role in the American industrial revolution. It rose to prosperity about 150 years ago as a cotton manufacturing town using local water for power. The last mill closed in 1966 and six years later a plan was launched to turn the mill complexes into a Heritage State Park. The plan called for the major rehabilitation of industrial and commercial buildings, and reconstruction and reactivation of the technologies of the era. Mills, mill-worker's houses and canal barges are included in the reconstruction.

The tramway will be an integral part of the park's interpretive programme. It will be operated and maintained by the National Park Service and will provide an active means of transporting visitors throughout the Park while minimising the traffic

congestion and intrusion of present day transportation modes — primarily cars and buses.

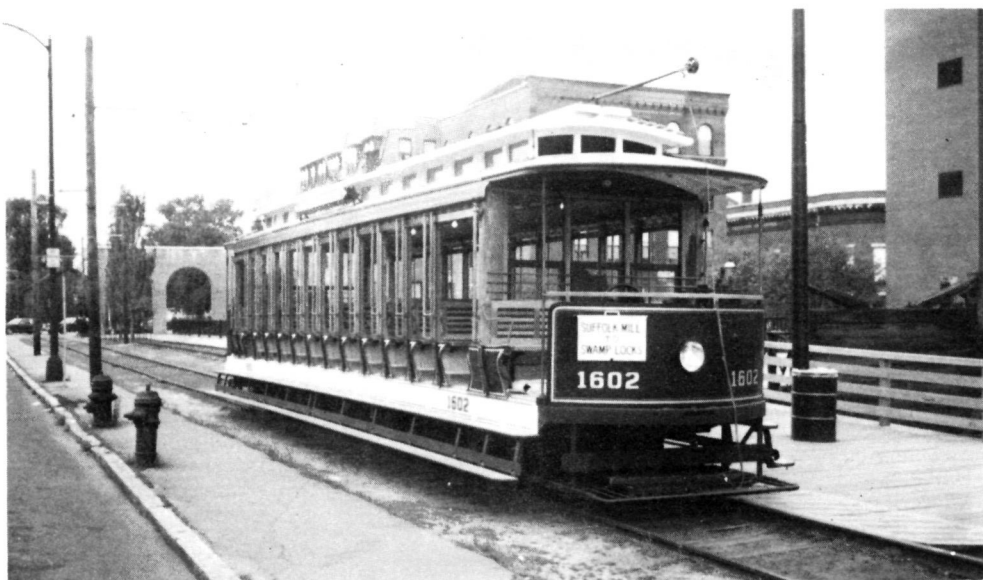
The route will extend from the Western Canal Barge Landing at Dutton Street, past the Visitor's Centre at Market Mills, to Merrimack Street where it will branch out to the Boott and Wannalancit Mills. The trams will be stored at the Boott coal pocket where a depot has been constructed. Future extensions of the system will allow visitors to ride to the Lower Locks area of Central Street, and from the Boott to the Wannalancit Mills along French Street. The tracks used are former Boston & Maine railway freight sidings.

The overhead uses a simple span and bracket arm suspension using 4/0 grooved trolley wire. It was erected by experienced line crews from Lord Electric Co. and Mass Electric Construction Co. in freezing weather during the winter of 1983/84. Power is supplied by incoming utility power through a 300kW substation supplied by the Ohio Brass Co. It is enclosed in a single totally enclosed



1601, the first of the two reproductions to be delivered, at Lowell on 25 April, 1984. The car carries a yellow livery with white kickboards and clerestory. The dash panel is edged in black.

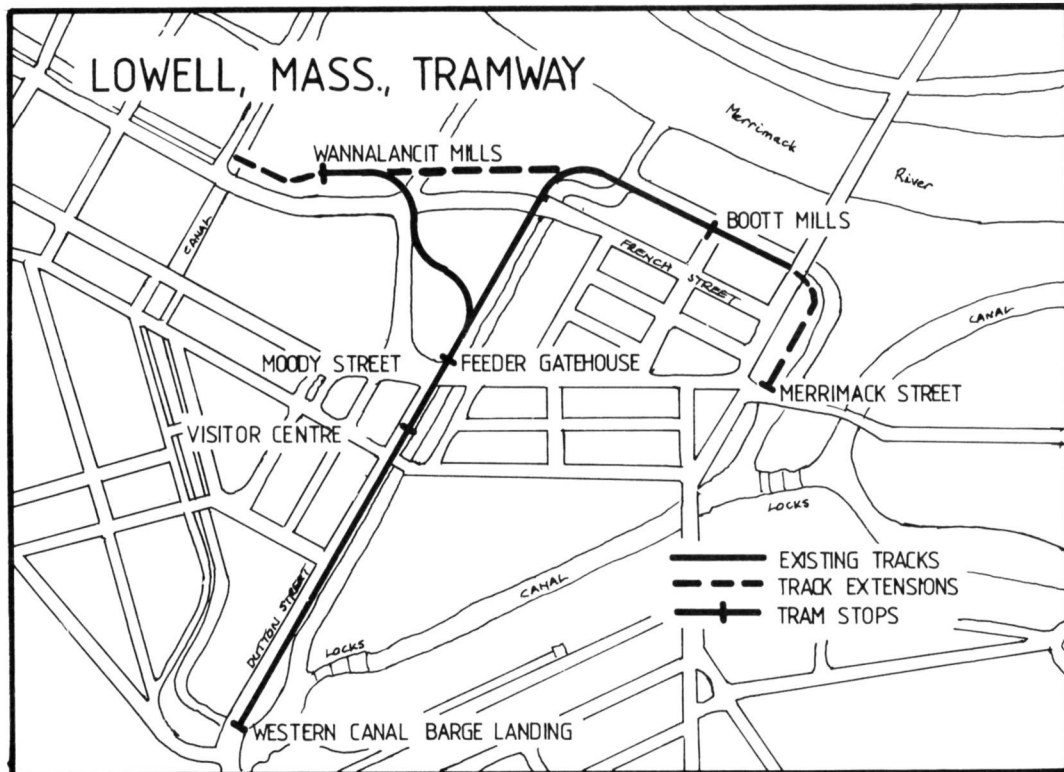
COURTESY N. D. CLARK

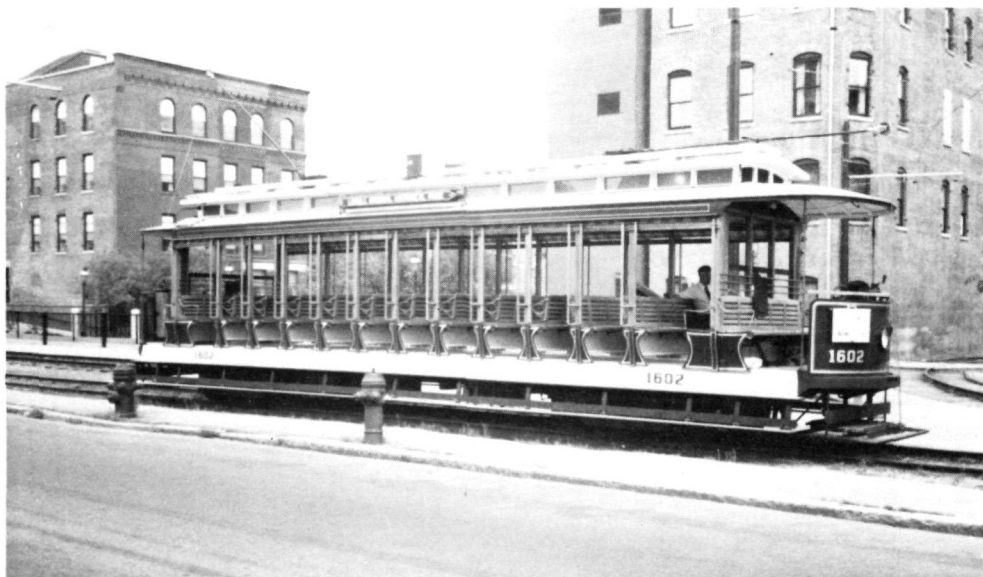


1602 wears a dark green livery with white trim. Note the different number position on the dash compared to sister car 1601. The car also appears to have a trolley retriever at one end only.

TOM NELSON

TOM NELSON





A side view of the reproduction car. The Melbourne W2 triucks are nearly hidden by the footboards. The roof-mounted destination block reads "Lowell National Historical Park".

TOM NELSON



The cars have red glass in the clerestory ends and have been fitted with the Melbourne standard brake wheels supplied, instead of the correct but hard to find goose-neck handbrake handles.

TOM NELSON

integrated vandal-resistant housing. Supplying 550v dc for trolley operation, the substation includes utility metering, ac switchgear, transformer, rectifier, dc switchgear and auxiliary equipment.

The reproduction tramcars have been built from original plans of Brill's patented two-step 'Narragansett' type 15-bench open cars. They are copies of the 1597-1600 series cars built for the Eastern Massachusetts Street Railway about 1905. Gomalco, a heavy engineering firm of Ida Grove, Iowa, carried out the construction; the first car, No. 1601, being delivered on 25 April, 1984. The cars are fitted with former Melbourne W2 class trucks with 101AN type motors, eight of which were shipped to Boston during 1982. Air brake and electrical equipment from W2 cars is also fitted. The cost of the cars was about \$US225,000 for the pair.

The power was turned on from 9 May 1984 with just over one mile of track under wire. No fares are charged but some trips are reserved for organised tours of the various preserved sites. The line was officially opened on 16 May 1984, and operated until the Columbus Day weekend before closing for the winter months.

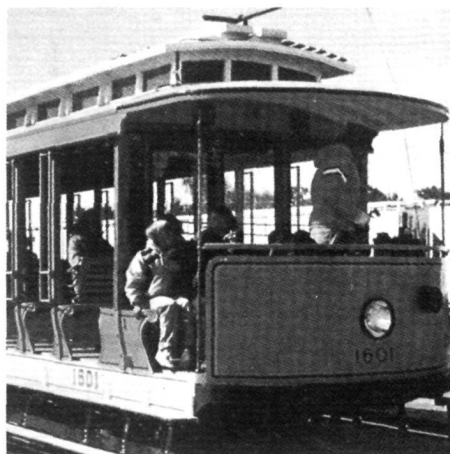


The substation supplied by The Ohio Brass Coy is housed in a single totally integrated building. COURTESY O.B. TRANSIT NEWS



Car 1602 along the line. The cars are fitted with chime whistles but these are not visible in photographs. The dash sign reads "Swamp Locks to Suffolk Mill".

TOM NELSON



Young visitors watch as the motorman prepares to take 1601 for a trip. The weather is obviously cool!

COURTESY O.B. TRANSIT NEWS

TEN YEARS AT HADDON

by A. Smith

The Melbourne Tramcar Preservation Association Inc. has adopted *Trolley Wire* as its House Magazine. As it is also ten years since work first commenced at the Haddon site, the Association feels it is appropriate that the history of its predecessor group, "Haddon Tramway Workshops", and the history of the Association itself should be documented in the pages of this Journal for the benefit of *Trolley Wire* readers.

* * * *

With the imminent withdrawal and subsequent disposal in large numbers of the Melbourne & Metropolitan Tramways Board W2, W3 and W4 class tramcars in the mid 1970s, a group of three individuals feeling that it was sad to see all these old historic tramcars being disposed of, banded together in late 1974 to form "Haddon Tramway Workshops", a registered business name under which these men proceeded on the long and challenging road towards their ultimate goal of constructing an operating electric tramway and museum.

A site was acquired 12km south-west of Ballarat near the township of Haddon, upon which an immediate start was made on the construction of what is now the main workshop complex. Progress

was rather rapid and construction work was soon completed.

Following advice from the MMTB that W3 and W4 class tramcars were to be disposed of, moves were made to acquire examples of each of these classes. After careful inspection W3 663 and W4 670 were chosen for preservation and they arrived on site on 31 May, 1976 and 23 April 1976 respectively. Before these trams arrived on site track on which to place them needed to be laid, so the first two lengths of what is now No. 4 and No. 5 roads of the present running shed was constructed.

A further W3 class tram, No. 656, which had been damaged structurally following the tearing loose of a traction motor from its mountings whilst



W4 670 and W3 663 at Haddon on 16 June, 1976. They are standing on what is now Roads 5 and 4 of the running shed.

CRAIG TOOKE



Victorian Railways car 41 on 18 January, 1978. It is standing on temporary track where No 3 road of the running shed is now located.

CRAIG TOOKE

in service, was obtained as a source of spare parts. This tram arrived at Haddon on 19 July, 1976.

The storage of the three trams out in the open suffering from exposure to the elements led to the urgent need to complete construction of the running shed. Designed, manufactured and erected by members, and measuring 35 metres by 14 metres, the running shed was constructed in two stages. The rear portion of the building was completed first, but due to finances, the front half of the shed was not completed until mid 1979.

The greatest influx of rolling stock to the museum occurred in 1977. In that year no less than four trams arrived on site. These were W2 class cars 357, 505 and 499, and the body of Victorian Railways bogie car 41. Cars 505 and 499 were stripped for spare parts and the body of 499 was donated to the Tramway Museum Society of Victoria so they could obtain the body of Ballarat No. 42. In between arrivals of rolling stock, shed construction and other works associated with rolling stock and its storage was still taking place, including on-site improvements, and the obtaining, storing and cataloguing of spare parts.

Another important item of Melbourne's street transport, the half-cab bus, was on the "endangered species" list by the 1970s, so the decision was made to set up and collect examples of these buses

before they too became victims of progress. Only ex MMTB or MTA buses will form the bus exhibit, and to date they following vehicles have been obtained for preservation or dismantled as a source of spare parts:

Preserved Vehicles.

Leyland OPS1 No. 425
Leyland OPS1 No. 397
AEC Mark III No. 559

Dismantled For Spare Parts.

Leyland OPS1 No. 388
Leyland OPS1 No. 373
Leyland OPS1 No. 404

It will appear obvious to the reader that the arrival of rolling stock at the Museum occurred on dates close to one another, in groups of two and three at a time. The years 1981-82 were no different and saw the arrival of W2 class cars 222 and 407, and L class cars 103 and 105. W2 222 and L105 were stripped for spare parts.

With the arrival of these additional trams, the need for special storage for the bus fleet became an urgent matter. To this end a shed measuring 16 metres by 8 metres was constructed to house two of the preserved buses. The third bus is housed within the workshop building itself.

The expanding activities taking place at Haddon made connection of domestic, as well as industrial

light and power rather urgent. In September, 1983 the connection to the State supply system was made.

With increasing member participation at Haddon it was felt that the time had come for the formation of an incorporated body to administer affairs. The Inaugural Meeting was held on 24 March, 1984 with eight persons present. The necessary paperwork was submitted and the Association was formally incorporated on 26 May 1984. All of the assets of Haddon Tramway Workshops are leased to the Association for the purposes of constructing an operating electric tramway and museum display for an initial period of twentyfive years.

What of the present time?

The year 1984 has seen the formation of the

Association, the replacement of items removed from the trams during transport and storage, the replacing of large amounts of cladding on the workshop complex walls and roof, and the commencement of electrification work. Further progress at Haddon will be reported in these pages.

Membership of the Association now stands at fifteen and new members are always welcome. Persons interested in further information are asked to write to the Secretary at P.O. Box 324, Prahran 3181, Victoria.

At last the project which was stated by three individuals ten long years ago now has the potential for being a find operating museum, and it is for this reason the Association can look forward confidently to the next ten years.

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Glenelg Tram News

Trams returned to normal double track running in King William Street on 25 November, 1984 following completion of the track relay in mass concrete. Two additional Sunday tram trips were also introduced on this day. Trams now leave Victoria Square at 11.30 am and 12 noon. Previously the first tram left Victoria Square at 12.30 pm. This is the first occasion that regular service trams have run on a Sunday morning since the opening of the line in 1929. The new timetable should ease some of the overcrowding problems that have occurred recently. However, consideration may have to be given to running some coupled sets on Sundays as well, to alleviate overcrowding during the afternoon.

Hackney Depot

Agitation has recently increased to have Hackney Bus Depot in Adelaide resited to enable the land to be returned to parkland. The depot was originally constructed on ten acres of parkland for Adelaide's new electric trams in 1908. The land had previously been used as a Government Experimental Orchard and was replaced by a 24-track running shed, workshop facilities and offices for the new tramway.

A bus storage shed was erected on another section of the orchard in 1925 to accommodate the Mack Buses. The orchard was completely removed

in 1928 to provide parking space for buses and surplus trams.

In 1955 the depot was completely reconstructed and completely reorganised to service tramway replacement buses. Following the formation of the State Transport Authority in 1974, administration facilities were transferred to Adelaide Railway Station and new bus servicing workshops were erected at Regency Park.

Under the heading "Bus barn must go", an editorial in the *Adelaide Advertiser* stated:

"There is virtually no price too high to pay for sweeping the Hackney bus depot of its caged cacophony of concrete and its rattle of tin sheds, and for restoring it to its rightful place in Adelaide's soul — as parklands".

As successive State Governments have had policies to eventually return the area to parkland, the STA will not construct any major new buildings on the site. The current State Labour Government feels that the estimated cost of \$15 million to shift the depot is better spent on other transport needs.

The Adelaide City Council and various heritage groups are also calling for the removal of Hackney Depot.

Railway Station Casino

The State Transport Authority of South Australia, which controls Adelaide's suburban



The western track in King William Street nearing completion in November, 1984. Track centres were widened to allow possible installation of a grassed median strip and centre poles by the Adelaide City Council.

JOHN RADCLIFFE



Single track working in King William Street, Adelaide was achieved by use of the South Terrace crossover and slewing of the track. Some further work was required before the tracks could be used after their connection to the newly concreted eastern track.

JOHN RADCLIFFE

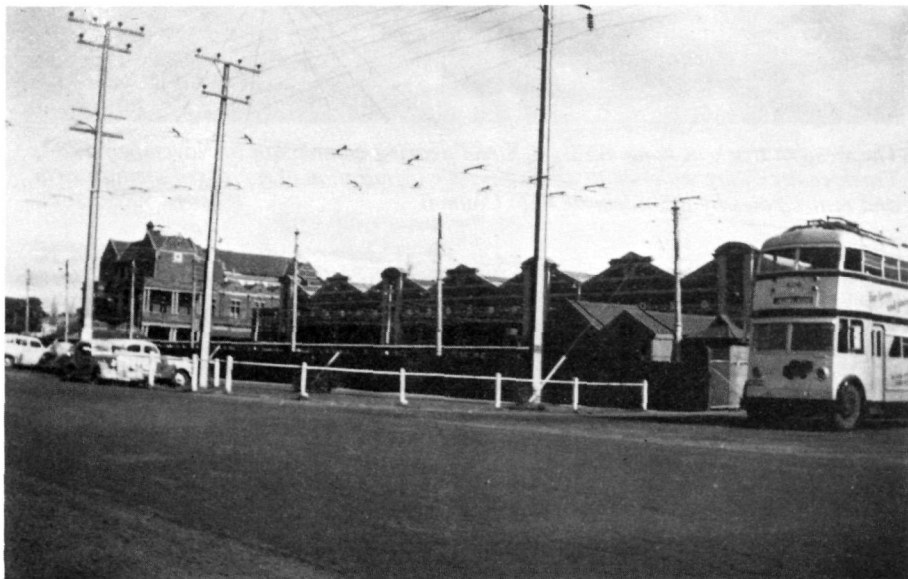
trains, buses and trams, has vacated the Adelaide Railway Station building to make way for the state's first casino. The Authority has been temporarily located until a new office building situated across North Terrace is completed in 1986. A pedestrian tunnel beneath North Terrace will connect the new offices with the station concourse level. Country and interstate rail traffic, operated by Australian National Railways since 1978, moved to a new terminal at Keswick in May 1984. However, four platforms are being retained for the STA suburban rail traffic.

New Life for Old Ferry

The former Manly ferry *Baragoola* is to be converted to a floating university by the Eureka Education Foundation. The Foundation won the

tender to buy the vessel for \$12,000 late in 1983 and subsequently moved the ferry to Blackwattle Bay. It is stated that \$45,000 has been spent on repainting and fitting out with fixtures including desks and backboards. In December 1984 the *Baragoola* was moved to a temporary mooring off Kiribilli wharf. A New Year's Eve party held on board raised \$4,000 and it is understood that another fundraising function will be held on Australia Day 26 January. The university is due to open on 11 March 1985 at 4pm with a lecture on social philosophy.

The *Baragoola* entered service as a steam ferry in 1922. She was converted to diesel in 1961 and ended her career on 8 January, 1983. She has a length of 199ft, is 34ft across the beam, and was registered to carry 1523 passengers.



Hackney Depot in the mid-fifties consisted of an Administration Building (left), a running shed of four bays each containing six tracks, a three bay truck shop (off to the right), and workshops at rear. Trolleybuses were kept at the northern end of the depot. In 1958, that portion of the running shed accommodating tracks 7-22 was demolished to make way for open bus parking, and the traverser to the workshops was removed. Some minor ancillary buildings have been removed in recent years, but most of the remaining tram depot is still intact.

JOHN RADCLIFFE

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C.O.T.M.A.



Council of Tramway Museums of Australasia

Association of Railway Museums Convention

Jim Walker, who was guest speaker at the 1984 COTMA Conference in Auckland, has advised that the 1985 Convention of ARM will be held in Union, Illinois during September 1985. The Host is the Illinois Railway Museum.

Union is about 80 miles north-west of Chicago. The museum there is one of the major collections in the United States, and has over 170 items of equipment including streetcars, interurbans, rapid transit cars, electric locomotives, trolleybuses and steam locomotives.

Further information can be obtained from Jim Walker at Box 6444, Glendale, California 91205, or by contacting John Radcliffe.

Assistant to Executive Officer

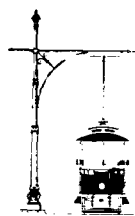
Tony Smith of the Melbourne Tramcar Preservation Association at Haddon has accepted an invitation to assist Executive Officer Keith Kings with the operation of COTMA.

W3 and W4 Equipment

Following discussions with the MTA, COTMA is purchasing a considerable quantity of spare parts for W3 and W4 class Melbourne cars from the Preston stores of the MTA. Items being purchased include patterns, body parts and truck components. These items are initially being moved to Bylands, from where COTMA affiliated museums will be able to select their requirements. It is anticipated that COTMA will retain ownership of patterns so that these are available to all affiliated museums.

LOFTUS . . .

South Pacific Electric Railway



New Site

Slowly but surely, progress is being made in areas other than the point-work, although this continues to dominate the works programme due to the amount of work to be carried out.

Point rodding has now been fitted to the blades of all points so far constructed and several sets of wharf point levers have already been installed and made operable.

On Saturday, 24 November, more concrete was poured around the three-way point and the point connecting it to the ladder track, with the surplus concrete being utilised inside the shed between the Highway side wall and Road 8.

On the same day, the remaining post holes were dug and fence posts installed on the extension of the fence towards Loftus Junction, to permit

earthworks to be extended for the headshunt at the end of Tramway Street.

The ladder track has been extended a few lengths further towards Pitt Street and the temporary unloading ramp which has been prepared for the arrival of the next batch of trams in the not too distant future. This track has been filled with earth to rail head. An extension of the track in the opposite direction had commenced but the recent heavy rain undermined the roadbed and made it necessary to relay the track.

Some sleeper sorting has been carried out recently and rejecky sleepers are being sold for \$5.00 each.

Additional survey work has been carried out at the Pitt Street/Rawson Avenue intersection for Sutherland Shire Council. It is likely that this will

result in a start being made on the regrading of Pitt Street by Council for the tramway level crossing.

Work is proceeding on modifications to the former Ultimo Depot overhead wire troughing, for installation inside the shed.

Old Site

The light fittings inside the shed have been receiving attention recently, the work being carried out by Eric and Richard Hall. Some work has also been carried out on the external lighting.

W2 392

The re-commissioning of W2 392 took place on Sunday, 2 December, 1984. The appearance of the car is most pleasing and it is a great improvement over its appearance on arrival from Melbourne last March. Our thanks are extended to Bill Parkinson and all who assisted in the restoration and repainting of the car. It is certainly a welcome addition to our fleet.

New Acquisition

We have acquired a small tramway starter's cabin through the efforts of Vic Solomons and with

the assistance of the Urban Transit Authority's Bus Division.

This item was formerly situated at Rockdale and is perhaps the last remaining example of this type of structure in existence. It has unfortunately suffered some damage through vandalism over the years but this damage is confined to broken glass and some timber work.

Traffic News

Patronage on the tramway has improved on that for the same period in 1983:

1-4-84 to 30-11-84

15090 passengers on 834 trips

1-4-83 to 30-11-83

11832 passengers on 774 trips

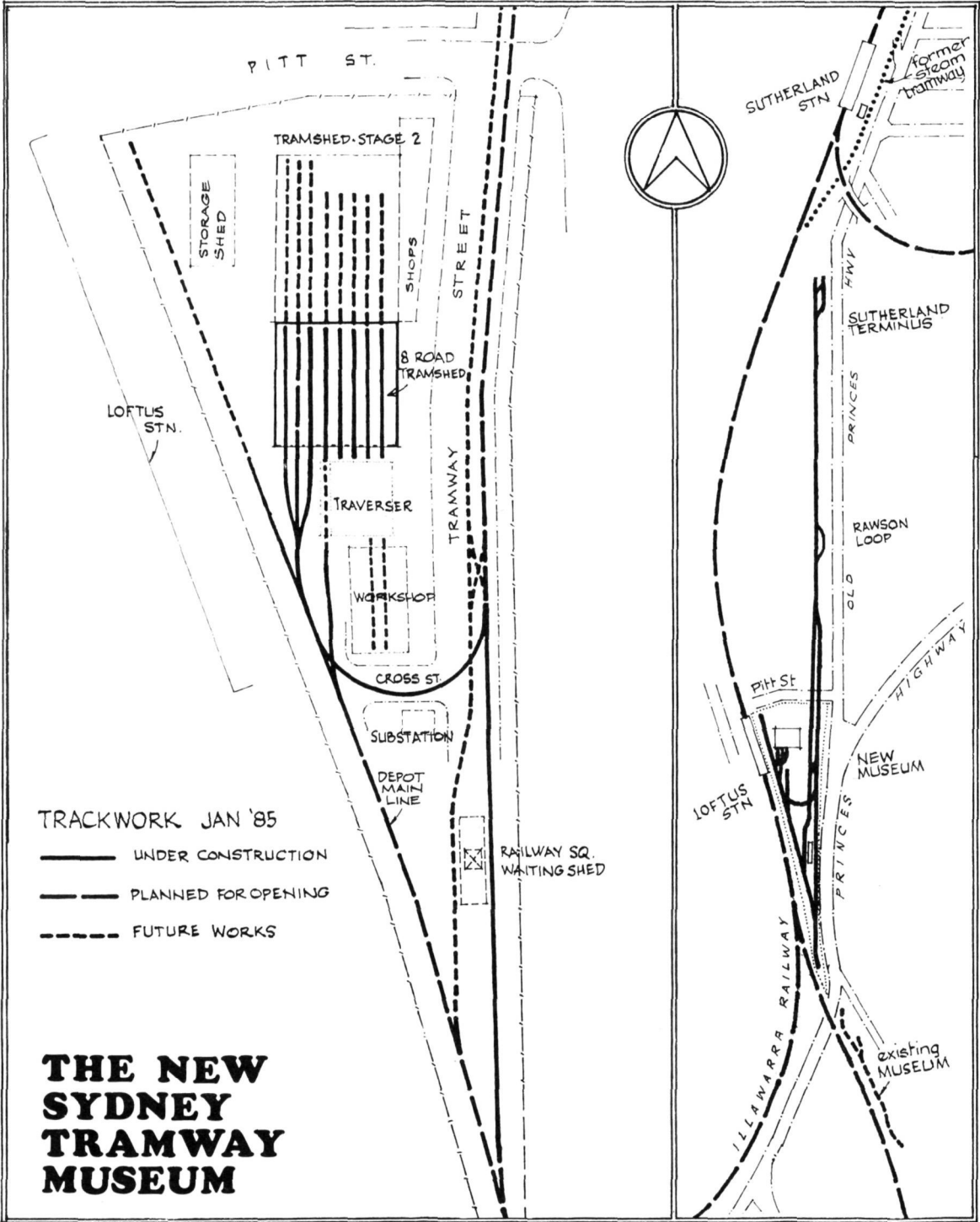
The big boost has been through midweek special hirings, especially school groups.

Since services started on 13 March, 1965 some 442094 passengers have been carried on 26563 trips at an average of nearly 17 passengers per trip.



Chris Jacobs, Don Campbell, Dick Jones and Bill Parkinson at work on 392 in the depot yard.

RICHARD HALL





W2 392 marked its re-entry to service at Loftus on 2 December, 1984 by bursting through paper banners across the entrance to Road 3 at the old site depot.

RICHARD HALL



A gleaming W2 392 stands in the depot yard on 2 December, 1984. Behind the Melbourne car are Brisbane dropcentre 295 and Phoenix 548.

RICHARD HALL

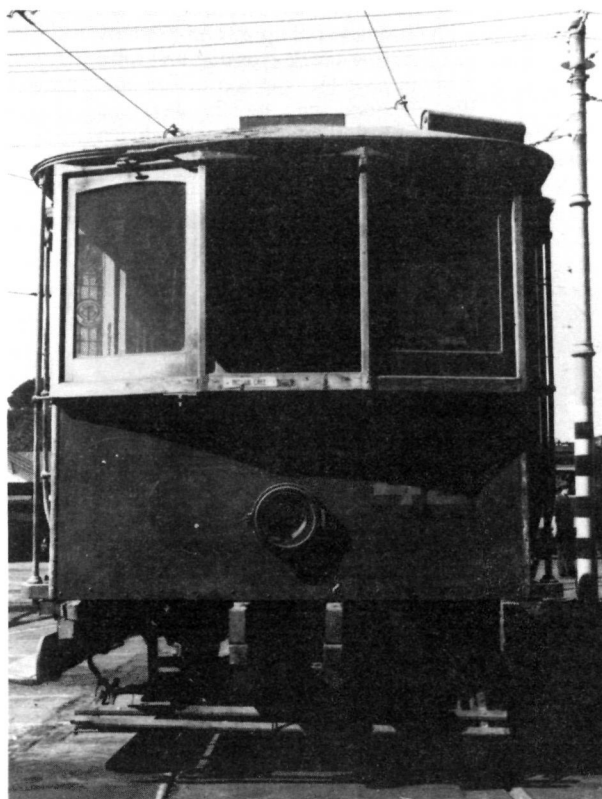
ST. KILDA . . .

Australian Electric Transport Museum



Toastrack 42

Restoration activity on car 42 has increased over the last few months. Much of the new wiring has been installed and the linebreaker has been successfully tested. Brake cylinder mountings have been fitted, the handbrake is operational and air brake valves have been installed. Chris Andrews is restoring the ceiling veneers.



Car 42 at Hackney Depot in 1958. It had just been withdrawn from Road 7 where it had served as a store room for car advertising cards over the previous fifteen years. The car is being reconstructed to its original open crossbench design at St. Kilda.

STA OF SA

Metal castings for the crossbench seat ends have now been manufactured and delivered, with sufficient castings being made for use in the eventual restoration of E type tram 118. Brass tipover seat mechanisms have also been made.

Dropcentre 264

New floor boards for the dropcentre section have been purchased. Trolley towers, poles and hooks have been fitted, and the structural members (wooden frames) for the rebuilt motorman's cabins have been installed.

Publicity

The AETM has again received excellent coverage on the local TV programme "State Affair" on Channel 7. The programme's producers actually approached the Museum with a request for a follow-up story to the segment screened on 3 June 1983. Publicity Officer Bev Smith gleefully agreed to be interviewed again. A story with a different angle was requested. The new segment dealt with the restoration of dropcentre tram F1 264 and its proposed use on the Glenelg Line from 1986. Filming included excellent shots of the detailed restoration in progress on the car while Bev's father, restoration worker Jim Bourke, was also interviewed. Views of restored dropcentre F1 282 in operation were included for comparison purposes and a request for new members was also made.

The programme went to air at 6pm on 13 November, 1984. A further segment on trams was screened the following week on the same programme. The story this time featured Glenelg trams and the Glenelg line, with Bev Smith being interviewed once again.

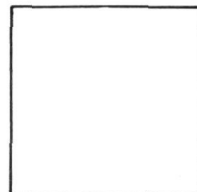
Our thanks to "State Affair" for the excellent publicity.

Other News

Many small tasks continue to be undertaken around the site. Current track maintenance includes remove, replacing, repairs and greasing of rusty fishplates. Corrosion of the fishplates is being caused by salt: one of the hazards of a tramway to a beach!

Additional trees have been planted in the area in front of the new tram shed.

WHITEMAN PARK . . .



Perth Electric Tramway Society

The weekends of September, October and November saw a great deal of activity in the depot area with Nos 1 and 2 points relaid and the track straightened to gauge. All that remains to be done is to lay No 3 points to connect Nos 3 and 4 roads, and this should be completed during December.

Mainline tracklaying has seen the railhead move to the creek crossing, leaving only about 200 metres to the temporary terminus at Mussel Pool. Our President and OIC Perway, Lindsay Richardson, has been keeping the boys well supplied with dog spikes and has been seen with a pleased look on his face as the railhead moves closer to the end of Stage 1 tracklaying.

The overhead gang, led by Kim Chipper, has been busy with planning the wiring of the fan at the depot now that the poles have been put in. In the

meantime, great efforts were being made to obtain a pole erecting machine from somewhere — anywhere! — until finally a breakthrough was achieved when negotiations with Westrail were completed regarding the use of a proline, a machine with a drill at one end and a crane at the other. We were able to borrow the proline for the weekend 20/21 October, 1984 and managed to place twelve poles (five steel and seven wooden) over the two days. We were able to borrow the machine again on the weekend of 27/28 October, but due to water problems causing the holes to cave in, progress was much slower. The last hole put up was an event by itself. This was near the creek crossing and after drilling down about four feet the top of the hole caved in. We resumed on the Sunday and eventually raised six poles, leaving about eighteen poles to go.



Duncan McVicar and Frank Damen check the site for No 3 points. The completed track and pointwork for Roads 1 and 2 is in the foreground.



*Bob Pearce operating the drill end of the proline.
It beats digging post holes by hand!*

Kim Chipper has been wearing worried looks and a clipboard and tape measure permanently attached to his left arm while he has been sketching the details for the overhead, and as we get close to erecting wire we hope that his concern disappears and that all will be well.

The Society was put on to nearly 350 metres of overhead and fittings from the disused dam crane at Westrail's Midland Workshops and it is hoped to recover this soon. Kim has been able to locate some overhead and also some cabinets and wire which we hope to acquire for use in the substation to be built soon.

Enquiries made over the Western Australian south-west and farming areas for tram bodies has revealed the last resting place of several. Some have been burnt but others are still in existence, which is good news. At Mandurah, some 60km south of Perth, we located F class 34. With generous donations from our members, we were able to purchase the car from the Mandurah Historical Society and we hope to transport it to the park soon. Perth F 34 is one of four cars built by an unknown American builder in 1902. They were fitted with Brush trucks and became known as "Brush Bogies". They were placed in service in 1903 and ran until the 1950s. No 34 had its clerestory roof rebuilt to an arch roof in 1926, making it identical to the D and E classes in body



*Lindsay Richardson, Frank Damen and John Shan lay out sleepers on the roadbed
towards the creek crossing.*

design. 34 was used for some time as a driver instruction car and was the last of the class in service. It went to pasture in 1954 and is the only one of its class left in the State. It is, therefore, a tremendous acquisition for our Museum. The search is still going on with press releases in country newspapers helping the cause. Of 85 bogie cars, 107 single truckers and an assortment of trailers and service vehicles in the State during the tramway era, only 10-12 bogie and single truck cars are accounted for, so every find is treated with enthusiastic reaction.

Right:

Lindsay and Ric check alignment while Frank and Duncan spike the rail. The concrete culvert carries the roadbed over the creek.

Below Right:

Raising a steel pole using the borrowed Westrail proline.

Below:

A view of the right-of-way looking towards the car barn showing some of the poles erected during October, 1984.





BALLARAT . . .

Ballarat Tramway Preservation Society



Tenth Anniversary

The Ballarat Tramway Preservation Society commenced public operations on Boxing Day, 26 December, 1974. The Tenth Anniversary on Boxing Day, 1984 was marked by a visit by members of the Tramway Museum Society of Victoria and the return of single-truck car No 18 to passenger-carrying service.

In 1974 the BTPS had six trams and the original three-road depot; now it has thirteen trams and a much enlarged depot. The tourist tramway is now recognised as one of Ballarat's major tourist attractions and an integral part of the Botanical Gardens setting.

Tram No 18

The restoration of No 18 is now complete and the tram returned to passenger-carrying operations on Boxing Day. Since then it has been running regularly in passenger service. In the near future it is hoped to officially mark No 18's return to service with representatives of the Sebastopol Council, who retain ownership of the tram.

Overhead Work

The north-bound wire in the overhead over the section of track around the Gardens Loop has been replaced with new copper wire. Peter Winspur and Andrew Mitchell completed the job with the aid of the Society's ex MMTB tower truck; a great effort considering the track is in a public street.

PORT KEMBLA . . .



Port Kembla Museum Project

Official Opening

On Saturday afternoon, 10 November, 1984 the Illawarra Light Railway was officially opened by the Mayor of Shellharbour, Alderman Bob Harrison. This occasion was selected for the official ceremony as it was the festive week marking the 125th anniversary of Shellharbour Municipality and the 150th anniversary of the establishment of permanent settlement in the town of Wollongong.

After four days of torrential rain the skies cleared to enable the ceremony to be performed in reasonably fine weather. Representatives from kindred societies as far away as Queensland were in attendance while the official party included Collin Hollis, MHR for Macarthur (now Throsby); George Petersen, MLA for Illawarra; Bill Knott, MLA for Kiama; and Aldermen from Shellharbour, Kiama and Wollongong Councils. In addition the Society was honoured to be visited by Mr. Angalovski the President of the Assembly (Mayor) of Ohrid in Yugoslavia and the Yugoslav Consul General Mr. Peter Boceski. Ohrid is the sister city to Wollongong and Mr. Angalovski was visiting the district for the festive period.

During the formal part of the function Museum Chairman Brian Holmes outlined the development of the Museum since its establishment in February 1972 and the occupation of the Albion Park site in 1974. Following a short address by former Chairmen Ken McCarthy and John Reynolds, ILRMS No.1 member and secretary since 1972, Tony Madden, thanked all those people and establishments who have assisted the development of the Museum.

The local members of Parliament voiced their appreciation of what the Museum members had achieved in the restoration of priceless examples of our economic and industrial history and the museum's contribution to the heritage and tourism of the region.

The Federal Member for Macarthur, Collin Hollis, MHR has been very active over the last ten years in the area of Industrial Archaeology. It was with considerable pleasure that he was able to announce that a grant of \$50,000 had been approved by the Commonwealth Government for the provision and erection of a large loco and carriage shed, the construction of a machine shop

for which the frame and trusses are already on hand and for several other restoration projects.

At 4.10 pm the Mayor of Shellharbour, Alderman Bob Harrison and his wife Alderman Ann Harrison declared the Museum opened by driving Hudswell Clarke Loco *Cairns* through a ribbon stretched across the track while half of the crowd of some 250 people rode behind in the four car train. The historic event was accompanied by tunes played by the local Salvation Army brass band.

Due to the heavy rainfall over the previous week afternoon tea could not be served in a large tent erected in the picnic area as originally planned. The Albion Park Branch of the Red Cross, however, provided a banquet in the adjacent German Air Rifle Club hall, a panel of the dividing park rail fence having been removed to provide direct access.

Rolling Stock

During October all efforts were directed to preparing the four items of passenger rolling stock for the opening ceremony. Semi open car No. 1 and Queensland Rail Motor Trailer P119 were repainted for the occasion. The restoration of Melbourne cable car No. 430 was also completed. The interior seats were fitted and polished and the missing patterned etched glass in the clerestory windows replaced. Although the blistered varnish and paint around the clerestory windows had still to be removed and the small frames repolished, this 94 year old vehicle re-entered passenger traffic for the first time since 1935 on 10 November.

Former circa 1918 saloon car No 2 also entered regular traffic on the opening day. Although the body restoration was completed in 1982 the new steel underframe, permanent bogies as well as platform steps and draw gear were not completed until October.

Motive Power

Although Hudswell Clarke loco *Cairns* (1706 Of 1939) was the star performer in the opening ceremony, Davenport engine *Kiama* (1517 of 1915/1596 of 1917) was also in steam and decorated for the occasion. Following the ribbon cutting ceremony *Kiama* double headed the four car train with *Cairns*.



Hudswell Clarke 0-6-0 locomotive "Cairns" steams towards the ribbon with Mayor Bob Harrison at the throttle on Saturday, 10 November, 1984. KEN McCARTHY



Part of the crowd on "Yallah" station after the opening ceremony on 10 November, 1984. The transported "Yallah" station never witnessed crowds like this prior to transfer to the Museum! KEN McCARTHY



Steam locomotive "Cairns" hauls a four car train through the main station loop at Albion Park during a warm-up circuit on 10 November, 1984. KEN McCARTHY



Passenger cars 2 and 430 bring up the rear of the train at Albion Park during the afternoon of 10 November, 1984. KEN McCARTHY

By early November 0-6-2T *Tully 6* (Perry 1967/49/1 of 1949) was approaching the stage where the boiler would soon be refitted to the restored underframe. By that time the new inner firebox had been reunited to the main boiler barrel at the AI&S Port Kembla Steelworks and the stay bolts were being fitted.

A party of ANGMS members from Queensland, who visited Albion Park for the opening ceremony, did not arrive empty handed. Further shay loco parts were delivered for the eventual thorough restoration of *Lima 906* of 1904 and 2097 of 1907. The next major rolling stock task will be the completion of the circa 1923 Drewry rail car used as a cane inspectors vehicle by Victoria Mill at Ingham. After that project it is hoped that work can commence on the restoration of the pair of 2ft gauge Shay loco bogies made available by ANGMS.

Around the Museum

Thanks to the efforts of the Saturday afternoon workers from the Corrective Services Department the station area and the adjacent picnic areas looked superb for the opening ceremony. In addition our community workers team completed the chain wire gates for the large picnic area and station compound on 21 September. Large areas of the station platform and picnic area footpaths have been resurfaced with attractive paving bricks.

The museum has been successful in its tender for the Otford Station signal box and lever frame which will soon be replaced with centralised safe working systems under the current Illawarra line electrification project. The Society has also purchased signals and other safe working equipment from the Queensland Railways and by November these items were stored at a carrier's depot in Brisbane awaiting delivery.

In addition to the Commonwealth grant of \$50,000, an additional \$5,000 was received in June from the Department of Arts to assist with the construction of a brick toilet and shower block at the museum. By September the foundation

excavations for this facility were completed while the necessary plumbing fittings were obtained at the same time. Further work was then postponed pending the official opening, but this project had top priority for the summer period.

The Future

The next six months will see major improvements in general museum facilities. In addition to the buildings to be funded by the Commonwealth grant, work was due to commence at the end of the year on a new stationary engine shelter. The large vertical boiler from the former AI&S Brownhoist crane was restored last September and the new flue etc. fitted. The material for the new shelter was obtained during November and at that stage work was soon to commence on the structure by unemployed apprentices.

The Perry loco should be made available for traffic in the not too distant future and the condition of the reconstructed boiler should give that engine a life expectancy into the next century.

The construction of the remaining portions of the large loco turning triangle is high on the priority list. The large RSJ beams to take the eastern leg across the creek are already on hand.

Following the pulic meeting of December 1971, which resulted in the establishment of the Illawarra Light Railway Museum, the museum committee was still not certain if the launching of the venture should proceed. At that stage in NSW one narrow gauge railway museum was firmly established, another was close to opening with government assistance while two other groups were in possession of motive power and rolling stock and their plans seemed to indicate success in the near future.

Fortunately, although late on the scene, the ILRMS pushed ahead. Today it is the only group of those mentioned above which has made the grade and "delivered the goods". The next ten years at Albion Park should be as equally successful as the first decade has been.

Sunday, 16 March, 1985

SPECIAL PUBLIC OPEN DAY TO COMMEMORATE 20 YEARS OF ELECTRIC TRAMWAY OPERATION AT LOFTUS

From 10.00 am. Activities will include frequent tramcar movements; vintage bus rides between old and new sites; inspection of new site at Pitt Street, Loftus; hot food stall; film screenings; band recital.

Saturday, 13 April, 1985

Three course dinner, selection of drinks, guest speaker, short film show.
Charge expected to be \$20.00 per head.

Bookings will be very welcome from members and friends of kindred organisations.

Please write to Peter Kahn, c/- GPO Box 103, Sydney, NSW 2001 by 1 April at the latest.

