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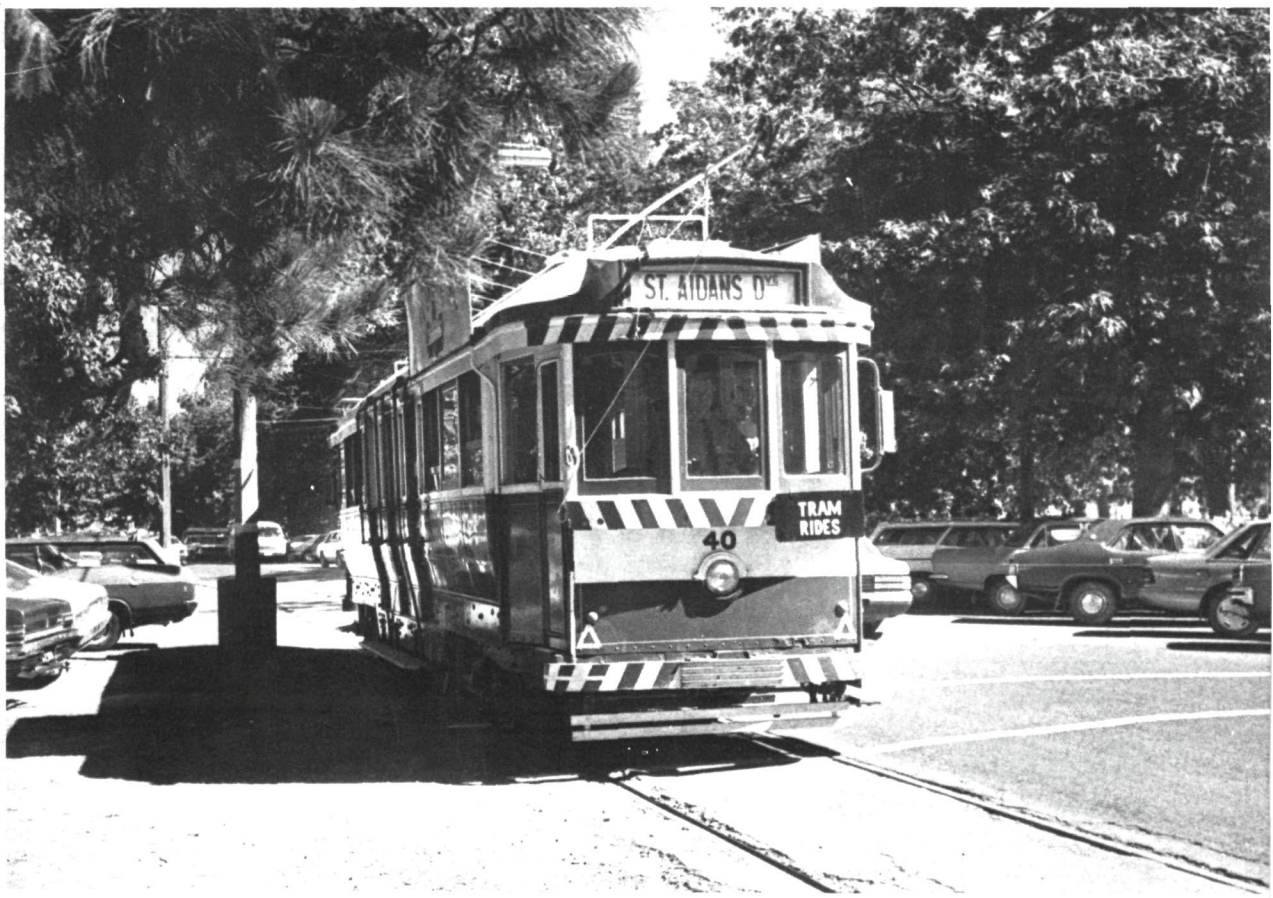

INSIDE — NEWCASTLE TRAMWAYS — Part 5

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The Director of Canberra's Museum of Australia, Dr. Don McMichael, was a recent visitor to both Loftus and St. Kilda to see how museum tramways operate. He is seen here inspecting St. Kilda's Holden-built Melbourne W2 car 294.

JOHN RADCLIFFE

FRONT COVER

Ballarat Tramway Preservation Society's car 40 is seen on 3 March, 1985, its first day back in service after withdrawal for truck rebuilding in 1981. The work was completed under a Community Employment Programme grant received by the Society.

WILLIAM F. SCOTT

BACK COVER

New Melbourne A class 233 is seen at the junction of Flinders Street and Swanston Street on 5 February 1985 during a driver training exercise.

ROBERT MERCHANT

NEWCASTLE TRAMWAYS

CONSTRUCTION OF THE MEREWETHER BEACH AND CARRINGTON TRAMWAYS

1902-1905

By K. McCarthy

This is the fifth article in the series dealing with the history of the Newcastle N.S.W. tramways which operated from 1887 until 1950.

Earlier parts have appeared in this magazine as follows:

Newcastle to Plattsburg 1887 February 1977
Expansion of 1893-94 Period June 1980
Construction of 1895-1901 October 1982
Expansion Demands of 1900-1903 April 1983

This part of the series deals with two branch tramways, very different in their reasons for construction. The Merewether Beach tramway was planned to give access to an alternative surfing beach and relieve the crowds which packed the main Newcastle Beach during the summer holiday periods. The Carrington tramway was to give a reliable transport service to the well settled inner suburb situated adjacent to the busy export coal loading wharves on The Dyke.

The short branchline planned from the Glebe tramway to Merewether Beach was revised to follow a different route which made it a separate tramway leaving the main Plattsburg line in Newcastle. Unfortunately for tramway finances the popularity of the Beach did not develop as rapidly as was hoped. The fact that raw sewerage was discharged at Merewether until 1917 did not help the problem of low holiday traffic volume!

The Carrington tramway laid disused for ten years initially, due to the inability of the local Council, the Public Works Department and the Railway Commissioners to agree on how the tramway would cross the busy railway which delivered coal through the centre of the suburban area to the Bullock Island wharves.

The tramway finally opened in 1912, using an entirely different entry into the Carrington area than provided by the 1902-4 tracks! By that time the coal railway had been diverted around the north end of the Carrington urban area and major modifications to Newcastle Harbour resulted in the demolition of the original direct bridge access from Honeysuckle.

* * *

Merewether Beach Tramway[1]

The considerations concerning the two main alternative routes for the Merewether Beach tramway were outlined in the earlier section of this work dealing with the history of the Newcastle tramways (*Trolley Wire* No. 205, April 1983). One proposal planned for a short branch line leaving the (Merewether) Glebe route at The Junction, while the other scheme wanted the tramway built as a separate branch to the main Plattsburg line leaving Hunter Street at the Darby Street corner.

The Minister for Works, Mr. E. W. O'Sullivan, gave approval on 15 May, 1901 for levels to be taken for the construction of a branch tramway from The Junction to Merewether Beach. Local opinion was divided between the two route proposals and not until January 1902 did the Merewether Council finally agree to the line being built as a separate branch from Darby Street. This met with government approval and at that stage it was not envisaged that the change would appreciably hinder the rate of construction.

Minister O'Sullivan met a deputation on 6 June, 1901 introduced by Members of Parliament Dick and Edden. He informed the group that the construction of three Newcastle tramways would be included in the next estimates. These would be:

a. Stockton to Salt Ash.
b. Burwood Extended Colliery to Belmont.
c. Merewether Beach.

The detailed reports of these proposals conducted by tramway and Public Works engineers in June and September 1901 have already been presented in this work (*Trolley Wire* No. 205, April 1983). On 19 October, 1901 the *Newcastle Morning Herald* revealed that Mr. J. Haycroft, Assistant Tramway Engineer of the Public Works Department, would soon have the route of the Belmont tramway pegged out, the West Wallsend line would be surveyed in preparation for the Standing Public Works Committee hearing and investigation, while work would soon commence on the Newcastle to Carrington and Merewether Beach branch routes.

Turning the First Sod[2]

At 3.30pm on Saturday, 29 March, 1902 the Minister for Works, accompanied by his wife, turned the first sod of the Merewether Beach Tramway in Darby Street. Mr. O'Sullivan stated that "It was always a pleasure to visit Newcastle... lines of tramway to pleasure resorts were sources of much happiness to the working communities".

Construction of the First Portion[3]

The annual Public Works Report for 1902 reveals that work commenced on 8 June, 1902 on the Merewether Beach tramway project. Due to the change in route, the funds approved for the scheme would only cover the cost of half the distance from Hunter Street to the Beach. This first portion would extend 1 mile and 10 chains along Darby Street as far as Patrick Street in the district now known as Bar Beach.

The single track tramway was constructed by day labour using 83 lb/yard grooved rails. The first 8 chains at the Hunter Street end was of double track while a 5 chain terminal passing loop was located at the terminus. Blue metal ballast was provided by Hugh Fitzsimmons, sleepers were supplied from the South Coast while the Fitzroy Docks fabricated the main double turnout junction and the level crossing with the Borehole Company's colliery railway at King Street. The first portion cost £6,888.

The *Newcastle Morning Herald* for 20 June, 1902 reported that the completed line would eventually terminate around a balloon loop near the Beach Hotel instead of at a dead end shunting loop.

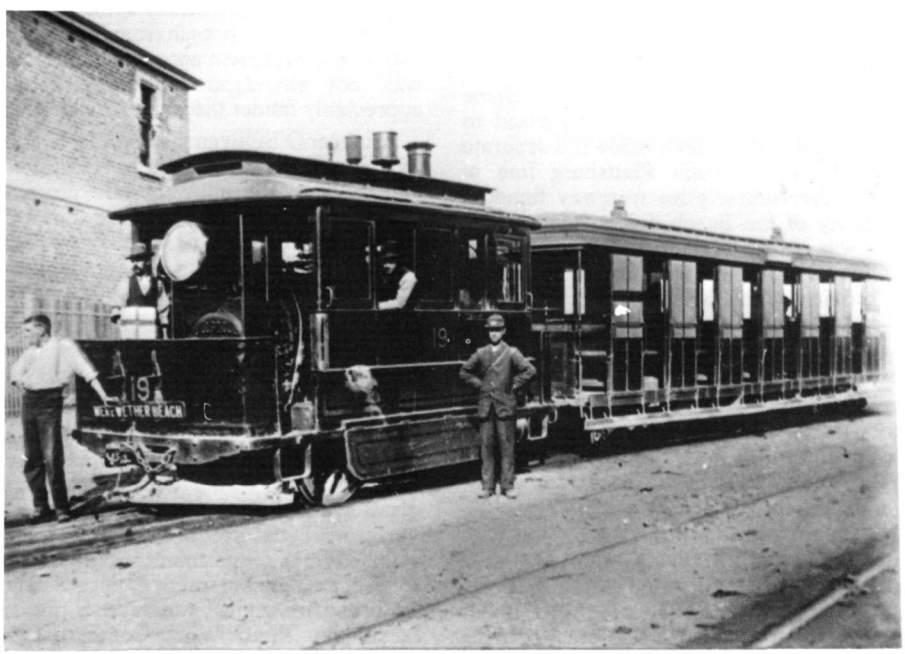
By early July 1902 the track was in position for a distance of 25 chains along Darby Street while the road excavations extended for a further 40 chains. At that juncture the work occupied 50 men under the direction of Inspector McCourt and foreman P. Mullins.

Information was released by 22 July that the tramway would be opened in stages, the first terminus would be situated at Patrick Street. At that juncture the new track extended for 38 chains with excavations along a further 4 chains. The work force was then only 20 men.

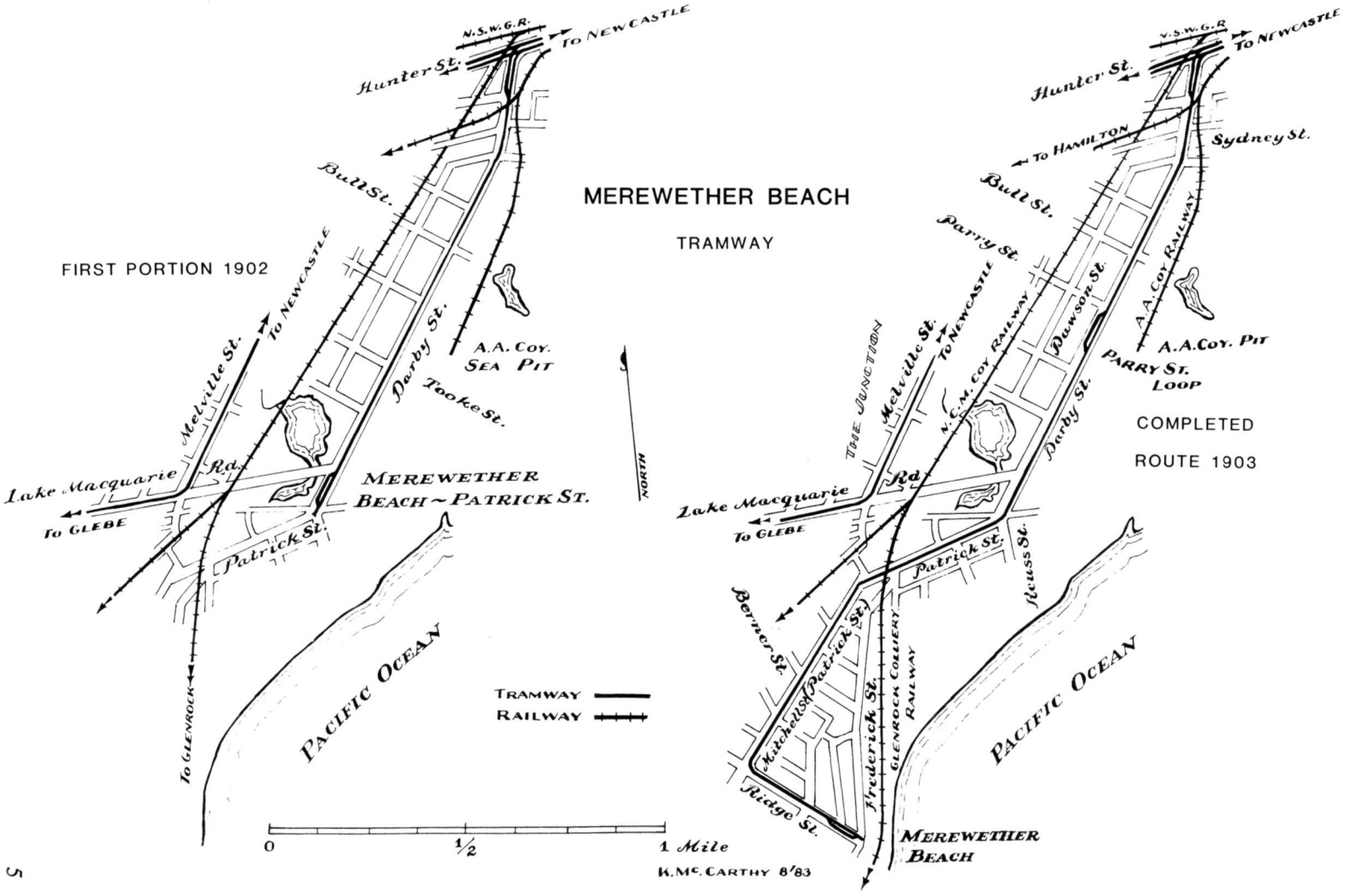
The run around terminal loop was completed on 9 September, 1902 and on that day 37 workmen transferred to the city end of the project to work on the junction connection with the main line. This connection was completed on 24 October and District Inspector Nimmo reported that the new tramway could be available for public operation at 24 hours notice.

Trials

The first trial trip was conducted with a steam motor and a single trailer car on Thursday morning



Steam motor 19N and trailer at Parnell Place terminus about to depart for Merewether Beach in 1904. C. B. THOMAS COLLECTION


MEREWETHER BEACH
TRAMWAY
FIRST PORTION 1902
COMPLETED
ROUTE 1903
N.S.W.G.R.
To NEWCASTLE
Hunter St.
Bull St.
Melville St.
To NEWCASTLE
Darby St.
Tooke St.
A.A. Coy. Sea Pit
Lake Macquarie Rd.
To GLEBE
MEREWETHER BEACH ~ PATRICK ST.
Patrick St.
To GLENROCK
PACIFIC OCEAN
NORTH
TRAMWAY
RAILWAY
0
1/2
1 Mile
K. Mc. CARTHY 8'83
To HAMILTON
Sydney St.
Parry St.
Dawson St.
A.A. COY RAILWAY
A.A. Coy. Pit
PARRY ST. LOOP
THE JUNCTION
N.C.M. COY RAILWAY
Reuss St.
Berners St.
Mitchell St. (Patrick St.)
Frederick St.
GLENROCK COLLIERY RAILWAY
Ridge St.
MEREWETHER BEACH

30 October under the direction of engineer Shaw. This was repeated at 2pm in the presence of Mr. Burge, the Assistant Engineer in Chief. As no running problems were encountered the recommendation was lodged that the tramway could open for traffic from Monday, 3 November, 1902.

Destination Signs

The branch tramway to (Merewether) Glebe opened earlier on 19 April, 1894 along Melville (later Union) Street was known as the "Merewether" line. The destination board originally carried "Merewether" but as the district was known as The Glebe the board was changed later to read "Merewether-Glebe".

As the new Beach tramway neared completion the problem of confusion was confronted if the word "Merewether" was to be displayed on both destinations. The Mayor of Newcastle suggested that "Merewether-Glebe" be retained on the older branch while "Merewether Beach" could be displayed on the new line.

On 7 October, 1902 Traffic Superintendent John Kneeshaw reported to the Railway Commissioner that the local council now agreed on the use of "Glebe" only on the Melville (Union) Street tramway and "Merewether Beach" on the new project. This was adopted and the new signs came into use on 3 November.

Traffic Superintendent John Kneeshaw approved the use of the "Leichhardt" destination colour as used in Sydney for the new Beach tramway. This was a red St. George Cross on a white background. The adoption of this symbol only required one lamp for display at night.

Operating Details

A 30 minute service frequency was originally planned for the Patrick Street tramway. As this would require two motors in steam with an 18 minute standover period at Parnell Place and one of 12 minutes at Patrick Street the line opened with a 40 minute service which only required one tram in steam. Twenty six trips were run on weekdays and 12 on Sundays. Even with this reduction in the service an additional three drivers, three conductors and one cleaner were employed. The relief driver and fireman worked 5 days each week on the road and 1 in the shed.

In addition, two conductors and one point cleaner were also employed. Prior to November 1902 forty-eight points were cleaned daily, thirty-four of which were maintained by the point cleaner who was also responsible for sweeping out nine waiting sheds and cleaning the lamps. The remaining fourteen points were at Parnell Place and maintained by the yardman.

After the opening of the Darby Street tramway fifty-six points would need attention requiring the employment of an additional point cleaner. This was an increase of eight points, but only five were constructed on the 1902 extension. It is possible that additional sidings and points were brought into use at Parnell Place from 3 November, 1902.

The safe working of the new tramway was protected on the single track portion by a single staff section:

No. 1. Darby Street Junction to Mitchell Street Loop.

The first fare section from the city extended from Parnell Place to Parry Street. The second fare section was only 43 chains in length between Parry Street and Mitchell Street. This arrangement was approved by Railway Commissioner Fehon on 7 October, 1902 on the understanding that the short second section would be extended to a total of 117 chains when the Beach extension was completed in the future.

Rolling Stock[4]

The *Newcastle Morning Herald* of 23 August, 1902 reported that three additional trailer cars and two steam motors had recently arrived from Sydney bringing the total number of passenger tramcars in Newcastle to 42 units. This stock was absorbed in providing a quarter hour service from 23 August, 1902 between Adamstown and Newcastle over the newly duplicated tracks which had been in operation from 23 August between Adamstown Junction (Broadmeadow) and Hannel Street, Wickham.

The first additional weekly tram departed from Newcastle at 7.15am for Adamstown. Those leaving Newcastle at 7am, 7.30am, 8am, 8.30am and 9am would only travel as far as Broadmeadow. The Adamstown tram departed from Parnell Place, Newcastle at 9.10am and from then until 3.15pm a 30 minute frequency would operate. From 3.15pm to 6.40pm, however, the fifteen minute was again provided as far as Broadmeadow with the usual thirty minute timetable to Adamstown.

On Saturdays the new fifteen minute service operated all day as far as Broadmeadow. Additional rolling stock was required from Sydney to open the Merewether branch line but these items could only be released when further stages of electrification were completed.

Extension to the Beach[5]

The Patrick Street line, opened on 3 November, 1902 needed to be extended to the Beach to develop its potential. Mr. Edden, M.P. reported in February 1903 that Minster for Works, E. W. O'Sullivan had approached the Treasury for £4,000 to enable the second section of the project

to proceed. Work was expected to start immediately.

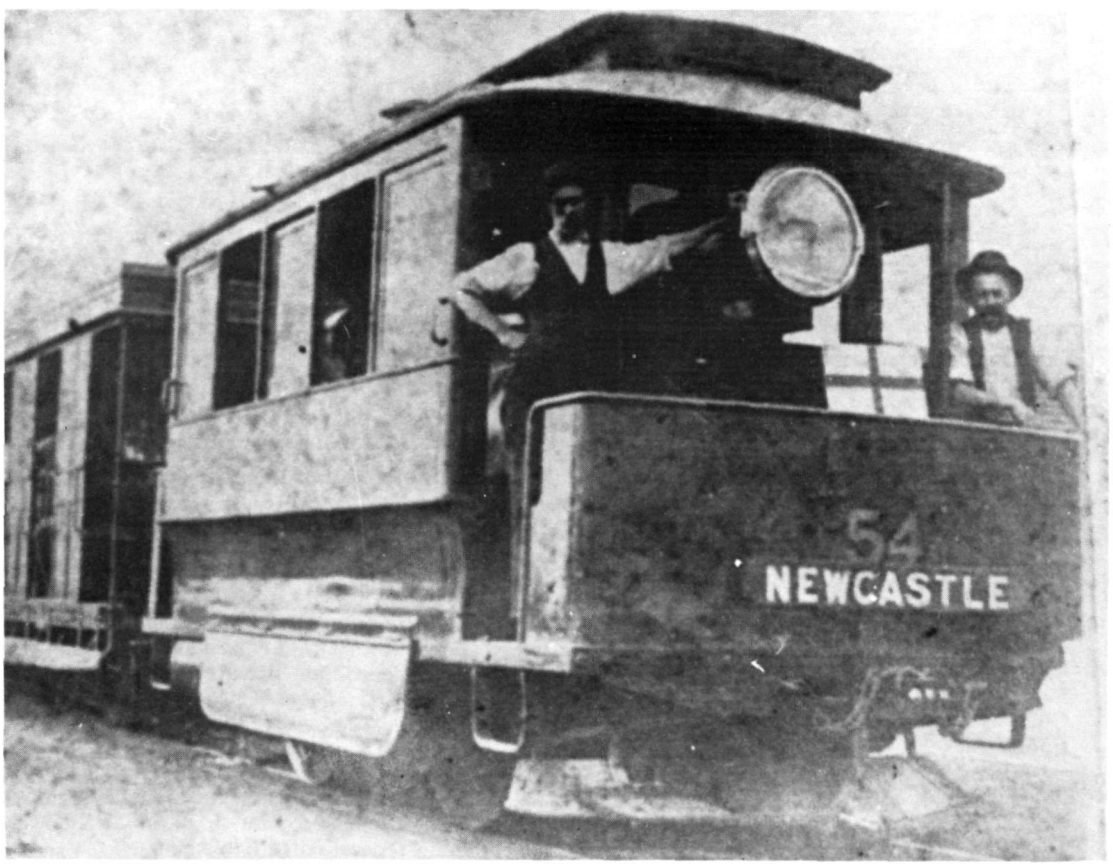
Originally it was intended that the tramway would reach Merewether Beach along Frederick Street but the Merewether Council would only agree to the construction of the Darby Street route, as against the earlier planned branch from The Junction, if the new line traversed the populated areas of the municipality along Ridge and Mitchell Streets.

Although the Frederick Street route would only cost £1,500 the council was successful in having the route altered to serve the "old racecourse" area.

The balloon loop terminal arrangements were also changed to a run around loop and dead end at the Beach. This was made possible when the Trustees of the Burwood Estate offered to dedicate a 66ft wide road as an extension of Ridge Street to the Beach in order to accommodate the new tramway.

Construction of the second section of the Merewether Beach tramway commenced on the single track 1 mile 14 chain route on 1 April, 1903. 83 lb/yard grooved rail was used, laid on sleepers supplied by J. Gam and ballast by H. Fitzsimmons. This second stage eventually cost £6,966.

By September 1903 the completion of the project was in sight. Railway Commissioner W. Fehon approved two operating aspects. On 19 August, 1903 the Commissioner approved the extension of the second fare section from Parry Street to the Beach and on 22 August he approved the proposal that the former Patrick Street terminal loop should be transferred to Parry Street as a passing loop after the opening of the through service. This would prevent a more frequent service being provided during the first week of operation but would result in a saving in not having to construct an additional set of loop components.



Motor 54 showing the Merewether Beach colour symbol, 1902-04. Employees Ted Swain and Ted Smallman are standing on the front platform of the motor.

K. MAGOR COLLECTION

Trams passing in Hunter Street at the original Perkin Street Depot. This view, taken circa 1915 from the A. A. Coy. railway bridge, shows the location of Darby Street junction, just in front of the distant tram, where the Mereweather Beach line branched from the main Plattsburg tramway. C. B. THOMAS COLLECTION

Stopping Places

The distance in chains from Parnell Place of the stopping places on the first and second stages of the tramway was:

First Stage:

Darby Street Junction	68
Sydney Street	81
Pit Street	88
Council Street	98
Bull Street	106
Parry Street	118
Tooke Street	131
Dumaresq Street	140
Lake Macquarie Road	151
Patrick Street Loop points	155
Outer loop points	159
End of track	160¾

Second Stage:

Reuss Street	161
Burwood Street	170
Old Burwood Street	184
Linquard Street	198
Berner Street	208
Caldwell Street (Coal Coy Pit)	222
Pell Street	241
Terminus at end of rails	252

Staff Sections

Staff sections on the new tramway on the completion of the second stage were:

No.1. Darby Street Junction to Parry Street Loop.

No. 2. Parry Street Loop to Merewether Beach.

Rolling Stock Increase

On 14 September, 1903 Traffic Superintendent John Kneeshaw requested that Commissioner Fehon approve the transfer of an additional steam motor from Sydney for the Beach extension traffic. Although the usual number of steam motors under repair at Newcastle was five, at that stage there were four being repaired in Newcastle and an additional four Newcastle motors at Randwick Workshops in Sydney. The Newcastle motive power was extended to the limit. W. Fehon approved this request on 14 September.

Motor No. 92 was transferred from Sydney on Sunday, 20 September, 1903 to increase the Newcastle rolling stock strength. Prior to the arrival of

No. 92 there were 26 steam motors attached to Newcastle Depot. 13 of these were required from Monday to Friday and a maximum of 16 on Saturday.

The utilization of these on Saturday, 5 September, 1903 were:

Plattsburg	23N, 25N, 73, 103
Glebe	65, 98
Adamstown	6N, 16N, 20N
Mayfield	19N, 22N, 62, 63, 69
Merewether Beach	54
Pilot motor	72
Under repair at Newcastle	12N, 57, 83, 30, 21N
Under repair in Sydney	5N, 18N, 51, 24N
Spare motor	49
Motor receiving wash out	49
Total number in steam	16 motors
Total under repair	9 motors
Spare motor	1 motor
Total	26 motors

These 26 motors consisted of one motor with 9" diameter cylinders; twelve motors with 10" diameter cylinders; thirteen motors with 11" diameter cylinders.

Although the motors did not carry the "N" suffix, it is used in the above list to indicate which were still numbered at that stage in the separate Newcastle rolling stock list. The others carried the Sydney number.

The ruling grade on the second stage of the Merewether Beach tramway was 1 in 20. This limited the 10" diameter (cylinder) motors to a maximum of two trailers on that tramway.

Opening the Beach Extension[6]

The *Newcastle Morning Herald* reported on 12 September, 1903 that Minister for Works O'Sullivan would officially open the Beach extension on Saturday, 26 September.

An unofficial trial trip was conducted for Public Works Engineer Shaw at 2.30pm on Thursday, 17 September under the direction of local tramway officials Messrs. Norman and Murray. The official trial followed at 6.15 am the following morning on the conclusion of which the tramway was accepted from the Public Works Department. This trial was carried out in the presence of Engineer in Chief H. Deane, Engineer in Chief for Railway Construction J. Fraser, Traffic Superintendent J. Kneeshaw, Supervising Engineer for Tramways T. Shaw and Constructing Engineer J. Haycroft.

The opening day for public operation was confirmed for Monday, 21 September, 1903. Although a half hour service was approved for this extension, this could not be introduced until the temporary Patrick Street terminus loop was re-located at Parry Street in Darby Street. This alteration was undertaken during the first week of operation.

E. W. O'Sullivan, the Minister for Works. did not open the project as planned on Saturday, 26 September. This function was postponed until Saturday, 17 October. On that day the Minister arrived from Sydney by train at Adamstown Station from where he was transported to Leng's

Motor 49A at Merewether Beach terminus shunting around the trailers on mid-summer public holiday, 26 December 1916.

O. B. BOLTON PHOTO FROM J. SOUTHERN COLLECTION

Merewether Beach Hotel, at the new tramway terminus, for lunch.

Following the banquet attended by 70 people, "including ladies", O'Sullivan ceremoniously declared the tramway opened for business from the hotel balcony.

Service Development

Traffic to Merewether Beach did not develop at the rate hoped by the tramway authorities. Towards the end of the 1904-5 summer season the Beach tramway timetable was curtailed. Only one person visited Merewether Beach compared with every 500 who used Newcastle Beach. W. Murray, the Officer in Charge of the Newcastle Tramways revealed in the *Newcastle Morning Herald* of 10 March, 1905 that the Newcastle lines had operated at a loss over the previous six months. As an economy measure the Merewether Beach service was to be changed to an hourly frequency except between 5.32am and 9.02am and between 1.32pm and 6.02pm when the existing half hourly service would be retained.

The Carrington Tramway

As with the Merewether Beach tramway, the Carrington Tramway also suffered route relocation problems. Whereas the Beach tramway route was altered prior to the commencement of construction, the Carrington troubles were not so easily resolved.

The construction of the tramway to Carrington or Bullock Island continued between March 1902 and July 1904, but the district was not served by the facility until 1912 when the tracks entered the island by an alternative path to that first constructed. Half of the tram tracks laid on Bullock Island in 1902 were never used and were lifted for reuse elsewhere after 1912.

The Carrington-Bullock Island District[7]

The Carrington area has been known as Chapman Island, Onebygamba, Bullock Island and Carrington. During 1860 Mr. Moriarty, the Engineer for Public Works, planned the location of a curve in Port Hunter east of Chapman Island, behind which the ballast from visiting sailing ships could be dumped to form a dyke or shoreline.

The southern tip 3,250 feet east of the existing Chapman Island shoreline. Moriarty's proposals envisaged the eventual construction of wharves along this new shoreline. The dyke formation had advanced to a stage where contracts for the construction of shipping facilities were let in March 1874 and four sections were completed in 1878.

A branch railway from Hamilton to The Dyke area came into use during 1877 while the hydraulic power house and the first hydraulic wharf cranes were commissioned on 2 April, 1878.

Between 1878 and 1888 twelve hydraulic cranes were provided along the line of Dyke for the expanding export coal traffic. From 1903 to 1914 seven larger travelling hydraulic cranes were introduced behind the southern end of the Dyke on the eastern shore of the new Basin and finally, during 1916 and 1917, six travelling electric cranes were gradually erected on the western side of the Basin.

The Bullock Island railway reached the Dyke from the west along Cowper Street cutting into two portions the area eventually developed as the Carrington suburban district. By 1902 there were 200 coal train or light engine movements per day along the railway, while shunting movements, especially on the weighbridge road, blocked the level crossing with the main thoroughfare, Young Street, for lengthy periods.

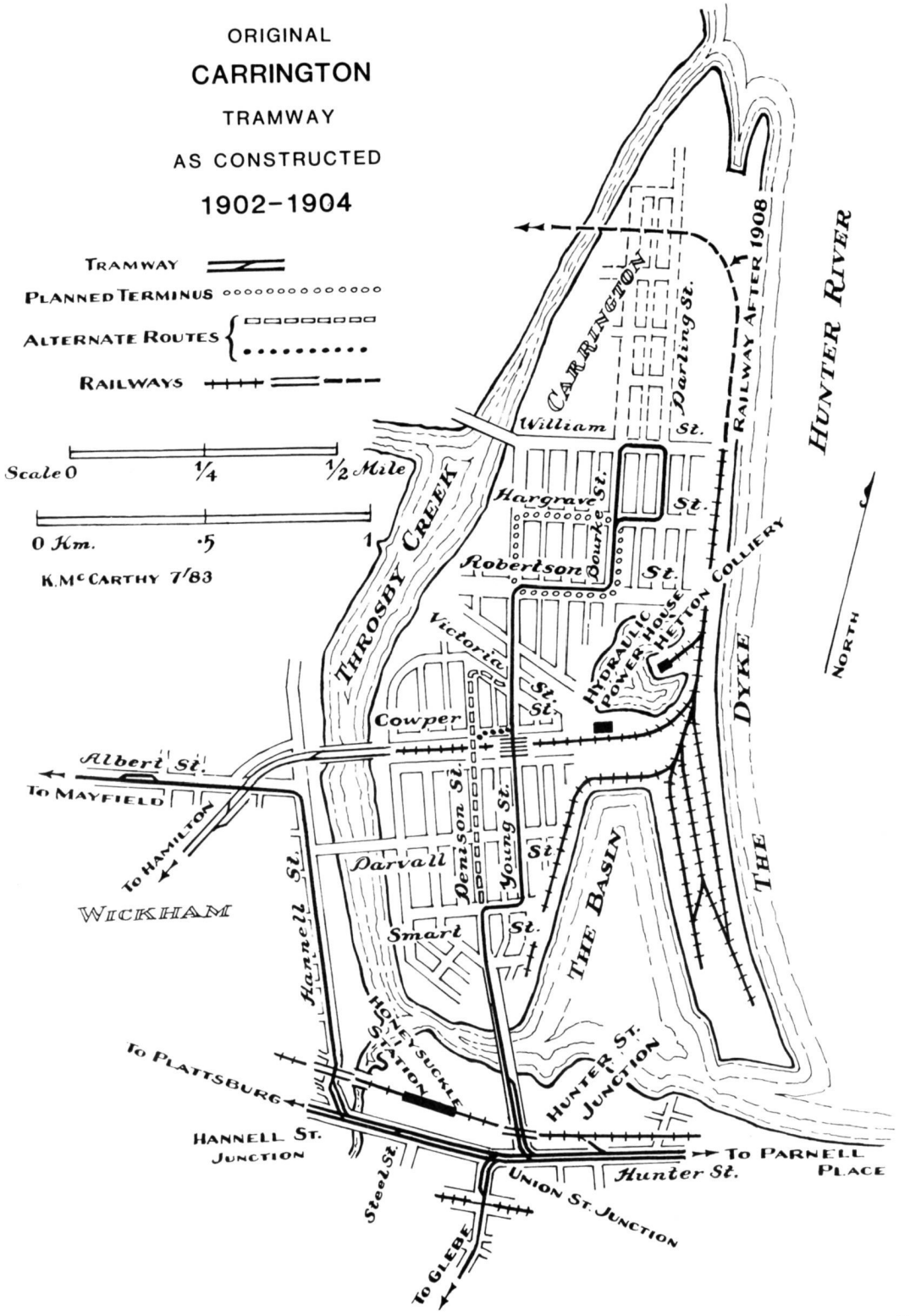
Carrington Bridge[8]

The railway crossed Throsby Creek on a bridge to reach Bullock Island in the vicinity of Albert Street, Wickham. A road bridge situated a short distance south of the railway structure linked Wickham with Darval Street, Carrington, but the main vehicular access with Newcastle was made across Carrington Bridge which linked the southern end of Bullock Island with Honeysuckle at Denison Street just east of Melville (Union) Street.

The old Carrington Bridge at Denison Street was replaced with a new structure on 20 August, 1900. This amounted to 308 feet in length consisting of one main corbelled beam span of 35 feet and nine side spans of 30 feet each. This structure was carried on 12 inch and 9 inch diameter cast iron piles and the bridge cost £4,725. The bridge roadway extended over a width of 24 feet with a 6 feet wide footpath.

Survey of the Tramway Route[9]

On 4 February, 1901 the *Newcastle Morning Herald* announced that the Minister for Works had authorised the survey of a tram route to Carrington. At that stage the district was served by horse buses, the first of which departed at 7 am. Although the bus route was only 119 chains from Newcastle Railway Station, the trip often took over half an hour due to the main Young and Cowper Streets crossing being blocked by coal trains. Residents hoped that if a government tram route served their district, conflicting traffic movements would be arranged in such a way that the tram service would not be blocked at the crossing.
Contemporary reports also reveal that Carrington residents felt that the horse bus fares were too high and the construction (or threat) of a tramway onto the Island would be a certain method of breaking the horse bus monopoly.


ORIGINAL
CARRINGTON
TRAMWAY
AS CONSTRUCTED
1902–1904
TRAMWAY
PLANNED TERMINUS
ALTERNATE ROUTES
RAILWAYS
Scale 0 ¼ ½ Mile
0 Km. ·5 1
K.McCARTHY 7/83
HUNTER RIVER
CARRINGTON
Darling St.
RAILWAY AFTER 1908
William St.
Hargrave St.
Bourke St.
Robertson St.
THROSBY CREEK
Victoria St.
HYDRAULIC POWER HOUSE
HETTON COLLIERY
DYKE
THE
NORTH
Cowper St.
Albert St.
To MAYFIELD
To HAMILTON
WICKHAM
Hannell St.
Denison St.
Young St.
Parvall St.
Smart St.
THE BASIN
HONEY SUCKLE STATION
To PLATTSBURG
HANNELL ST. JUNCTION
HUNTER ST. JUNCTION
To PARNELL PLACE
Hunter St.
Steel St.
UNION ST. JUNCTION
To GLEBE

During his June, 1901 inspection visit to Newcastle, Mr. G. Fischer, the Engineer for Tramway Construction, revealed that he expected work to commence on the Carrington tramway project in the near future as the district's population had increased considerably in recent times. The project was placed on the government estimates during September 1901 and by October Assistant Tramway Construction Engineer Haycroft released the news that work would be carried out on the Carrington tramway concurrently with the Merewether Beach scheme.

The original route was planned to turn north from Hunter Street in Honeysuckle at Denison Street. Entry into Bullock Island was by way of the new Carrington Bridge from where the tramway traversed Denison, Smart and Young Streets. At the north end of the settled district the trams would terminate on a balloon loop along Hargrave, Bourke and Robertson Streets.

During October 1901, however, Haycroft stated that the original proposal was to be extended from Young Street into Robertson Street from where the relocated balloon loop would serve the north-eastern section of the residential area along William Darling and Hargrave Streets.

Carrington Tramway Construction [10]

As related in an earlier part of this Newcastle history, construction of the tramway commenced on 20 March, 1902 by labour under Public Works Department direction. The single track tramway extended 1 mile 75 chains from Hunter Street Junction with 83 lb/yard grooved rail on the straight sections and 91 lb/yard plant on sharp curves. The blue metal ballast was provided by Hugh Fitzsimmons, the fabrication of the double turnout junction at Humter Street was carried out by Morrison and Bearby of Carrington, the balloon loop junction at Bourke and Hargrave Streets was the responsibility of Sandford & Company of Lithgow and the double crossing of the Great Northern Railway between Hunter Street Junction and Carrington Bridge was to be built by the N.S.W. Government Railways per-way branch.

The progressive expenditure on the project over the first three years amounted to:

To 30/6/1902	£3,489
To 30/6/1903	£7,434
To 30/6/1904	£1,020
Total	£11,943

The Coal (Railway) Lines Crossing [11]

The Carrington tramway had to cross the four tracks of the coal railway and a railway weighbridge road at the Cowper and Young Streets intersection. This was originally planned and costed as a level crossing.

The construction of a tramway crossing at this busy location gave the Railway Commissioner cause for concern. An alternative proposal to erect a tramway bridge over the railway tracks met with an emphatic rejection at a protest meeting held at Carrington on 20 May, 1902. The main objection was based on the fact that the bridge would be for tramway use only and the approach ramps would completely block and spoil what was the major business and shopping area of Carrington.

Data released at this meeting revealed that the approach ramps to a tramway bridge would occupy lengths of 300 feet and 350 feet along Young Street on each side of Cowper Street to provide a grade of 1 in 20 for the trams.

The coal railway tracks already occupied 3 acres of suburban land in Carrington and blocked four main streets. Reports seem to suggest that originally these streets had crossing access over the railway, but as the coal export business improved these were closed off to through traffic leaving the single major crossing at Young Street.

Alderman Rogers of Carrington Council felt that a level railway-tramway crossing at Young Street would be satisfactory if the weighbridge siding was transferred to the harbour side at the Dyke freeing the intersection of the lengthy blockages which occurred at that time.

Alderman Graham observed that heavy road traffic avoided the high level bridge where Maitland Road crossed the Great Northern Railway at Wickham and used the Hannell Street level crossing. A combined road and tramway bridge at Young and Cowper Streets Carrington would therefore not solve the problem.

Alderman Rose felt that the coal railway tracks should be taken out of Carrington altogether and transferred to an approach route around the north of the Island as proposed by the late Commissioner Eddy. This diversion was eventually opened in 1908 and finally provided the solution to the problem!

By this stage, May 1902, the Carrington tram tracks were in position from Carrington Bridge to the terminus with the exception of the vicinity of the Young Street railway crossing.

On 24 May, 1902 the Railway District Superintendent N. Kitching reported to Tramway Superintendent John Kneeshaw that a great deal of cost and difficulty would be incurred in keeping a right angled railway-tramway crossing over four tracks as well as over the weighbridge road in good order. He observed that the council's objection to a bridge at that location was possibly based on loss of trade by the hotel keekers on each corner!

Two days later John Kneeshaw informed the Railway Commissioner that it was not desirable for the tramway to cross the coal railway on the level. The 200 daily train movements could not be mixed with proposed 60 tram crossings. The Railway Commissioner threatened the Carrington Council and residents that the tramway construction would cease if an agreement could not be reached on the bridge crossing. The council would not consent to the closure of the Young Street crossing, but as the compromise, suggested that the tramway be diverted northwards along Denison Street beyond Smart Street so that a high level crossing could be built two blocks west at Denison Street, keeping the structure away from the main business section.

On June, 1902 the *Newcastle Morning Herald* reported that it now seemed possible that a quarter mile of tramway along Young Street would be lifted and transferred to Denison Street to the compromise location for a bridge crossing. The Minister for Works, however, preferred that a combined tramway traffic bridge be constructed on the original site in Young Street. The newspaper report presented the council's request that the tramway should be opened as far as the crossing while the problem was solved.

A deputation of Carrington Aldermen met the Minister for Works on Wednesday, 25 June, 1902. The Aldermen repeated their proposal that the Young Street crossing should remain available for road traffic and the tramway should be diverted to a high level bridge further west in Denison Street. The Railway Commissioner stated that he would be satisfied with any proposal that avoided a level crossing of the railway by the tramway.

The next step aimed at solving the Carrington Crossing problem occurred on Tuesday, 22 July, 1902 when a party consisting of Public Works Department and Tramway Engineers met with Carrington Aldermen and inspected the disputed areas. It seems that the council bridge proposal at Denison Street envisaged a curved structure which would descend into the (northern) Cowper Street carriage way and then curve into Young Street at the Cowper Street intersection. This presented severe engineering problems so the engineers present suggested that if the Denison Street crossing was adopted the bridge would need to be a

A steam motor and two trailers seen heading westwards along Ridge Street, Merewether circa 1910. The tram has just departed from the Beach terminus and is heading for Newcastle. V. SOLOMONS COLLECTION

straight one and the tramway would continue northwards along Denison Street before turning into Victoria Street to connect with the tracks already laid in Young Street.

Diversion Work [12]

By early September 1902 a gang of 15 men under the direction of foreman A. Bull were widening Denison Street so that the rails from Smart Street and the lower end of Young Street could be relocated in that thoroughfare. A truss bridge was planned at the Denison Street and Cowper Street intersection to take the tramway over the coal railway tracks.

Return to the Young Street Crossing [13]

Just at the moment when it seemed that the crossing problem was solved the Railway Commissioner announced that the construction of a high level bridge at Young Street would proceed to carry both tramway and road traffic and the existing level crossing at that location would be closed to all traffic. The Railway Commissioners were against the construction of a tramway bridge at Denison Street.

A meeting called by the Mayor of Carrington, Alderman Light, held on Friday, 12 December, 1902 repeated the municipality's objections to a Young Street bridge and expressed absolute feelings against any further railway encroachment onto the Carrington land area. The residents would rather give up the tramway than accept a bridge at Young Street which would damage the commerce of Bullock Island. The meeting supported the growing opinion that the coal railway should entirely vacate the Carrington area and be moved to reach The Dyke from the northern end of the island.

A further meeting held at Carrington on December 16 tempered the opinions of the previous week and reverted back to the alternative plan which would divert the tramway along Denison Street to a high level bridge and retain the Young Street level crossing for road traffic.

Early in January 1903 the Mayor of Newcastle joined forces with his Carrington Council colleagues and addressed a protest to the Minister for Works against the closure of the Young Street crossing and the resulting destruction of the business area at that location.

Premier Approached on the Argument [14]

By March 1903 it again seemed possible that negotiations would reach a successful conclusion when a letter dated 24 February was received from the Under Secretary of Works stating that the Minister for Works and the Railway Commissioners had adopted the earlier idea of constructing a tramway only bridge at the original location in Young Street!

The local Member for Parliament, J. Fegan placed all material concerning the dispute before the State Premier, Sir John See. Fegan expressed his concern at the decision to return to the Young Street bridge route especially as the residents and representatives of the Railways and Tramways had agreed on the construction of a bridge at Denison Street.

The Carrington Council had received a letter on 27 January, 1903 from J. Davis, the Under Secretary for Works revealing that agreement had been reached to divert the tramway route along Denison and Victoria Streets between Smart and Young Streets to avoid the business section of Carrington.

Mayor Light expressed surprise that the Public Works Department was subordinate to the Railway Commissioner. He repeated that the best solution was to divert the railway entirely around the north end of the island. This would avoid the need for a tramway bridge and compensation for a decline in property values expected to reach as much as £25,000.

An editorial of 12 March, 1903 in the *Newcastle Morning Herald* supported any move to have all correspondence on the Carrington Tramway Scheme placed before the Premier for arbitration.

Next Stage in the Drama [15]

On 19 March, 1903 the Minister for Works visited Carrington and in the company of J. Fegan M.P. inspected the alternative coal railway crossing sites. A deputation waited on the Minister and pointed out the various local problems. The deputation offered a comprise whereby the tramway should cross the railway on the level for three months at Young Street to test if a bridge crossing was needed. Minister O'Sullivan said that he felt the offer was a reasonable compromise before moving to Wickham to inspect the Albert Street crossing where the Mayfield tramway crossed the coal railway further to the west.

On 8 May, 1903 the Under Secretary to the Minister for Public Works informed Mr Fegan that the proposed tramway crossing trial at Young Street would cost £2,000. As the Railway Commissioners had already experienced problems with other crossings of this type, they could not condone such a trial at Carrington.

On Wednesday, 13 May the Railway Commissioner visited Newcastle to inspect the Carrington crossing site. He stated that the tramway level crossing scheme could not be sanctioned. On Friday, 15 May, Carrington Council wrote to E. W. O'Sullivan offering to have the crossing fabricated for £650 if the Railway Department supplied suitable rail. The council also commented that the Railway Commissioners must not forget

that they were the servants of the taxpayers and not the reverse!

Town Clerk Lawson explained that while the Carrington Council was against the Young Street bridge it was still in favour of the Denison Street crossing. "My council would sooner see the tram rails pulled up and do without the trams" than have the bridge erected at Young Street. The Council wanted the tramway opened immediately as far as the disputed crossing as only 200 yards of track needed to be constructed to complete the rails to that point.

A further letter from the Minister for Works was tabled at the Carrington Council Meeting on Friday, 22 May, 1903. O'Sullivan drew the aldermen's attention to the fact that the offer to construct the trial level crossing for £650 did not include the cost of signalling. The Public Works Department could not intrude on the Railway Commissioners' property so no good would be served by discussing the trial level crossing proposal any further.

As any further objection would prevent further progress, the Minister advised the Council that he had given approval for the construction of the Young Street Bridge to proceed.

The bridge would now be 250 feet long with earth abutments at each end. The structure would be 12 feet wide to accommodate a single tram track 15 feet above the railway tracks. The Council approached the Municipal Association for legal advice on the matter and to see if the bridge construction could be prevented.

Although the Minster for Works considered the matter closed, the Mayor of Carrington replied in a letter of 29 May, 1903 that his council would take legal action to prevent the construction of the bridge. The Council also required a full width level crossing retained at Young Street.

Railway Commissioner Kirkcaldie had informed the Mayor on 20 May that a tramway trestle bridge would be erected in a manner that would retain a full width vehicular crossing underneath! A month later the Carrington Council still awaited a decision on the legality of the matter from the Municipal Association. By this stage the entire tramway had been completed but for a distance of a few chains on each side of Cowper Street.

Carrington Council's Challenge [16]

By late June 1903 the Council had all but given way on the protest as the Municipal Association

Motor 92A and a single trailer bound for Merewether Beach in the 1917-18 period. The tram is shown at the Hunter and Scott Streets corner.

V. SOLOMONS COLLECTION

felt that the law favoured the Department of Public Works on the crossing matter. The Council Solicitors Messrs. Sparke and Millard, however, felt that there was a case in law to answer. Mayor Light expressed the opinion that his council had given up too quietly as the Governor was required to approve gazetted plans which disturbed public rights of way, and this had not been done.

The Department of Public Works Annual Report for 1903 stated that the decision to carry tramway traffic only over the railway on a steel bridge had been reached during April 1903. The plans called for a grade of 1 in 25 on the approaches.

Work Revived on the Carrington Tramway

Over the next twelve months the press was silent on the Carrington Tramway project. Tramway news items were connected with the West Wallsend tramway construction hearings, the Maitland Tramway proposals and problems associated with street watering by tramway tanker cars.

In anticipation of an early opening of the Carrington Tramway, planning turned to the junction arrangements at Honeysuckle. On 23 August, 1904 Railway Commissioner W. Fehon approved the construction of a double line of tramway from Hunter Street across the Great Northern Railway to the southern end of Carrington Bridge. The double line level railway crossing was necessary to allow for a 140 feet length of double track between the railway and the bridge for trams to pass before reaching the junction. An inadequate space of 2 chains existed between the railway and Hunter Street Junction.

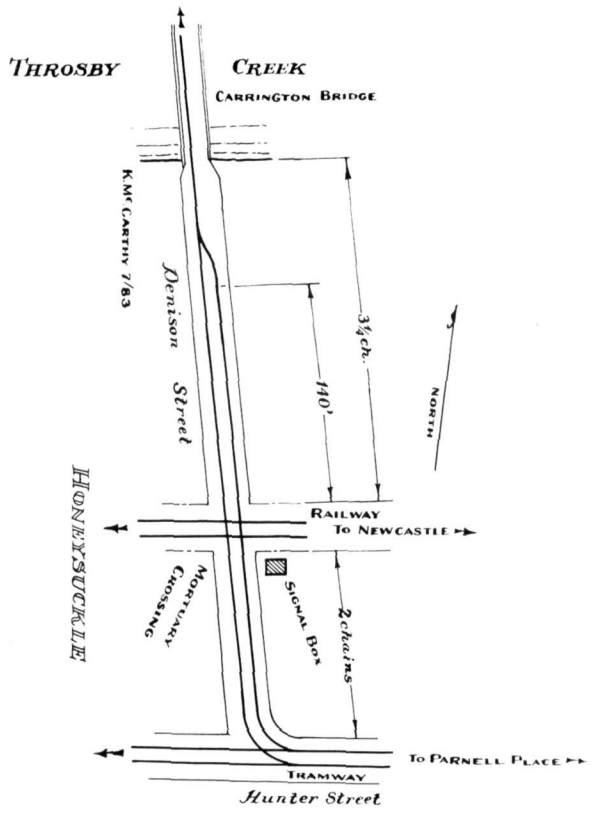
The *Daily Telegraph* for 15 July, 1904 reported that work had restarted on the final portions of the Carrington Tramway after a lapse of two years. The Carrington Council had finally agreed to the construction of a trams only bridge at Young Street with approach earthworks of 168 ft-11 inches and 174 ft-11 inches and an iron bridge for the remaining 517 ft-1 inch. The work on the abutments commenced on Monday, 11 July, 1904 by day labour but the provision and erection of the span was under contract. By this stage £9,000 had been spent on the Carrington Tramway.

Work Ceases Again[17]

At 3.30pm on Tuesday, 26 July, 1904 a telegram from the Under Secretary of Public Works stopped the Young Street bridge works after 30 yards of excavations had been carried out.

It appears that the Railway Commissioners were behind this move so that the plans could be amended to have both tramway and vehicular traffic use the structure.

Mayor Gilbert of Newcastle Municipality addressed a letter to the Minister for Works



drawing attention to the fact that the people's views on the subject had not changed. They were still against the closure of the Young Street level crossing to vehicular traffic and the ruin of the adjacent business area.

By 21 September, 1904 the drawings of the new combined tramway and vehicular traffic bridge were available for inspection at Newcastle Court House. The approach grades were 1 in 20, the width between the kerbs amounted to 24 feet, 4 feet footpaths were provided on each side of the roadway. The stairs of the existing footbridge at the Young Street crossing would be incorporated in the eastern side of the bridge while a tram stop would be situated at the crown of the structure.

The new bridge would be 771 feet long while 415 feet of thiswould be solid earth approaches contained by concrete retaining walls. The superstructure was planned to be of iron construction consisting of 17 spans supported by 16 piers

located on concrete bases. The centre line of the single track tramway was 23 ft 6 in from the western kerb in Young Street. By projecting this distance onto the proposed bridge a roadway of only 8 feet width would remain in front of properties on the west side of Young Street facing the bridge approaches. This was expected to cause a considerable depreciation in property values at that location.

The *Newcastle Morning Herald* reported that the bridge would be completed in 26 weeks without blocking traffic.

The Annual Public Works Department Report of 1904 revealed that work on the tramway was suspended during that year while the steel was awaited from England for the Young Street Bridge. When the material finally arrived a shortage of funds prevented an immediate start being made on the project. Instructions to complete the tramway were given in June 1904!

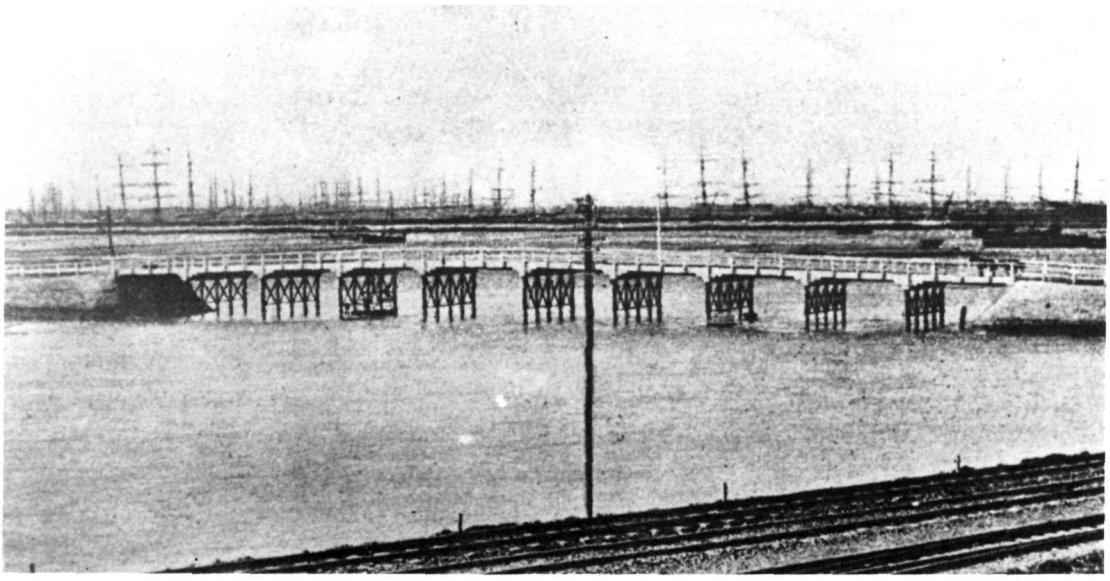
No Further Action Taken [18]

During April, 1905 the Carrington Council planned a deputation to the Minister for Works concerning the lack of progress ion the tramway. An editorial in the *Newcastle Morning Herald* for 30 August, 1905 revealed that the existing bus services were not coping with the Carrington business and that J. Fegan, M.P. had been requested to raise the question in Parliament on the reasons for the delay.

Charles Lee became Minister for Works in the Carruthers' Ministry on 30 August, 1904. On 14 September, 1905 John Fegan, M.P. introduced a deputation to Charles Lee. The Carrington Tramway was incomplete even though over £12,000 had been spent on the project. The line was idle "like so much old iron". The Minister felt that the Carrington Tramway would not pay and a further £8,170 was required to complete the project even though the original estimate was only £7,000 for the entire scheme.

As the people had to rely on ferries and wagonettes to reach Newcastle the Mayor requested that the tramway be opened as far as Cowper Street to provide relief. The Minister promised to seek a report on the matter and welcomed the suggestion to open the tramway as far as Cowper Street as this would avoid the heavy expense of bridge construction.

Tramway Superintendent Kneeshaw warned the Railway Commissioner on 9 October, 1905 that all further action accociated with the Carrington Tramway should be postponed until details of the proposed Newcastle Harbour remodelling scheme were revealed. This pause was approved by W. Fehon on 11 October, 1905 and so the completed section of the 137 chain tram route between Honeysuckle and Carrington were left to gather rust.



The Carrington Bridge which linked Honeysuckle with the southern end of Bullock Island circa 1905. The trams following the route of the original Carrington tramway were to enter Bullock Island over this bridge.

O. B. BOLTON PHOTO FROM J. SOUTHERN COLLECTION

Motor Bus Route Proposal

Ted Doran, the Assistant to Traffic Superintendent Kneeshaw, suggested on 26 July, 1905 that steam motor buses could be used on the suspended Carrington tramway route. The 119 chain trip from Newcastle Railway Station to Carrington could be worked with a 30 minutes service by one bus if it operated at a speed of 13 miles and 40 chains per hour. This would permit standing time of 1 minute at each terminus. If 24 round trips were operated each day the cost would be £1,704 p.a. based on 118 miles 64 chains per day or 37,184 miles per year at 11d per mile.

This proposal was not adopted and the steam buses unsuccessfully operated over two trial routes in Sydney between 4 December, 1905 and 29 May, 1906.

Tramway Scheme Shelved

John Kneeshaw had recommended to the Railway Commissioner on 23 September, 1904 that the completion of the Carrington Tramway be deferred for the time being. At that stage six privately owned buses operated to Carrington on weekdays and seven on Saturdays. The estimated bus receipts based on a 40 minutes frequency was £1,825 p.a. which would result in a tramway loss of £1,495 p.a.

John Kneeshaw's recommendation was further guided by the poor Newcastle Tramway financial performance at that period, due mainly to a slump in the coal markets. The loss for the year ending 30 June, 1904 had been £1,771 after allowing for working expenses and interest repayments.

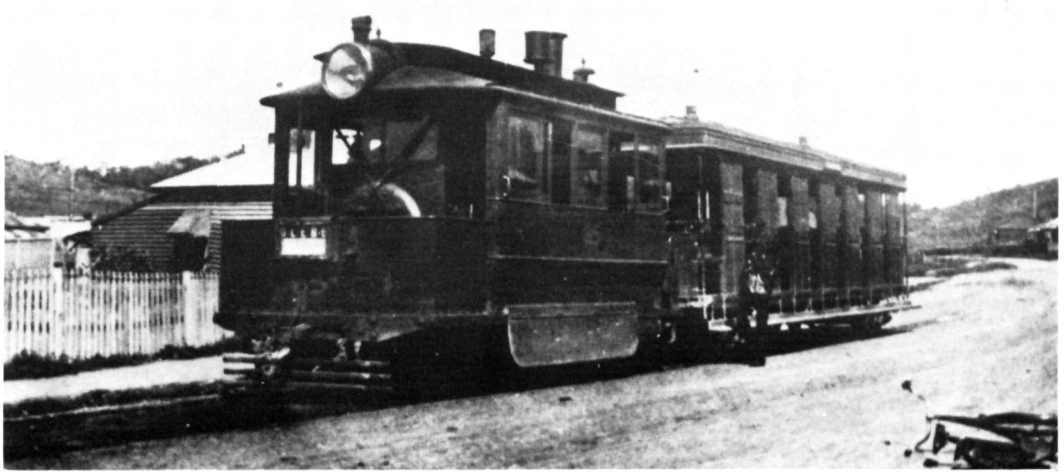
Alternative Routes

Both the Merewether Beach and the Carrington tramways had an aspect in common. Both were planned to follow certain routes but neither eventually operated as first proposed.

The Carrington tramway finally opened for traffic ten years later on 23 September, 1912 using the original tracks only at the outer end of the route.

A lesson was not learnt from these problems. Towards the end of 1919 work was completed on an expensive tramway extension from the Steel Works Gates to Port Waratah Wharf. Except for trial trips on 11 February, 1920 and 27 July, 1920 the line remained disused. It is possible that this tramway was available for public service for one day, on 6 September, 1923 but the refusal of workers at Walsh Island Dockyard to use the tramway, instead of the direct ferry service to Newcastle, removed the sole purpose of the line.

But this story belongs to a later period of Newcastle Tramway History.



Motor 65A and trailer at Glebe terminus, Newcastle. The motor has shunted around the trailer car and is about to depart for Newcastle. Circa 1920.

K. MAGOR COLLECTION

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3. Public Works Department Annual Report 1903. NMH 4-7-1902; .MH 22-7-1902.
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14. NMH 11-3-1903; NMH 12-3-1903.
15. NMH 20-3-1903; NMH 16-5-1903; NMH 25-5-1903; NMH30-5-1903; NMH 19-6-1903.
16. NMH 6-7-1903.
17. NMH 29-7-1903; NMH 8-9-1904.
18. NMH 27-4-1905; NMH 15-9-1905.

SMH: *"The Sydney Morning Herald"*
NMH: *"Newcastle Morning Herald"*

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Fort Collins Birney Runs Again

Fort Collins, Colorado achieved fame among the traction faithful for having one of the smallest US tramway systems, an all-Birney operation which continued until 1951. In 1977 the Fort Collins Municipal Railway Society was formed to restore and operate Fort Collins' last car, Birney 21, which had slowly deteriorated in local Liberty Park after the system closed.

During 1980 the Society's Restoration Supervisor, Roger Smith, spent some time working in the University of Western Australia. During his Australian visit he called at St. Kilda and spent a day crawling all over car 303. Subsequently the Australian Electric Transport Museum posted a complete Dedenda motorman's gong to Fort Collins for the restoration programme on car 231.

On 29 December 1984, the restored car made its first run in City Park on the first part of a new line being laid down Mountain Avenue, Fort Collins. Despite many problems, and even some litigation from several Mountain Avenue residents who did not want the car to operate, obstacles were overcome. Our photograph shows car 21 on its opening day — an occasion even made possible by some help from Australia.

Glenelg Tramway News

Further to the item on page 16 of our April issue, the STA of SA are now running a trial Sunday morning tram service commencing at 9.00am. Trams leave Victoria Square at 9.00, 10.00, 11.00 and noon, and depart Glenelg at 9.28, 10.28, 11.28am and 12.28pm. The trial commenced on 3 February 1985 and will continue until 31 March 1985.

Car 374 departed Victoria Square on time for the first scheduled passenger run. Patronage was quite good compared with normal Sunday buses leaving at that time. 25 passengers consisted mainly of tourists and beach goers. The weather promised to be quite hot, but the breeze through the open windows made conditions quite enjoyable. Thirty passengers joined the car for the return trip to the City with more joining along the line. With the temperature rising, patronage on the second trip increased accordingly with almost a seated load of beach patrons.

A STA spokesman reported to the press that a lot more people took advantage of the morning service than expected. The 64-seat car carried 70 passengers on one journey. It appears that Adelaide's Sunday morning tram service may prove a great success, especially in the summer months.

A free tram service operated to Glenelg from 6.00pm on 28 February 1985 in conjunction with the Glenelg Mardi Gras. The special trams were hired by the Glenelg Retailers Association. Jetty Road, Glenelg was closed to all traffic for the celebrations and trams terminated at the Brighton Road crossover. Tram crews joined in the festival spirit by wearing fancy dress costumes.

Moseley Square terminus at Glenelg was reconstructed in mass concrete during February 1985. This small section of track was not relaid when Jetty Road was relaid in 1982. Trams terminated at Brighton Road during the reconstruction. A shuttle bus conveyed passengers to and from Moseley Square. The section of reserved track between Cross Road and Morphettville Racecourse has also been relaid recently.

Car 375 has returned to traffic after a minor refurbishment. After a two-year break, major work has begun on another silver tram — car 361 ex 363. Car 361 is one of only three remaining silver trams at City Depot, the others being cars 355 and 378.

Former Tramway Bridge Goes

The road bridge which was built specifically to carry trams across the northern railway line to the Adelaide suburb of Croydon in 1923 has been demolished. The bridge had been closed for some time because of structural weaknesses. Bus services using the bridge have been re-routed via the Torrens Road level crossing one kilometre to the north.

Following large scale housing development after 1911-12, it was planned to extend the Bowden tram line across the railway to Croydon. Protracted arguments with the South Australian Railways over a proposed level crossing delayed construction for several years. Eventually level crossings at Ninth and Twelfth Streets were closed and a bridge over the railway built at Twelfth Street (now Hawker Street). Cost of the bridge was £20,000 to which the SAR eventually contributed £8,000.

Although structurally completed in 1921, negotiations held up the opening of the new Croydon line until 27 January 1923. Initially the line terminated at Government Road (now South Road), Croydon but congestion forced the construction of a 370 feet extension northwards along Government Road in 1928.

The bridge was variously known as the Bowden or Hawker Street Bridge and the eastern tramway approach to the bridge was along a private right-of-way through the North Parklands.

Adelaide's last conventional street car, F1 269, trundled over the bridge for the last time on the return trip from Cheltenham in the early hours of Sunday 23 November 1958.

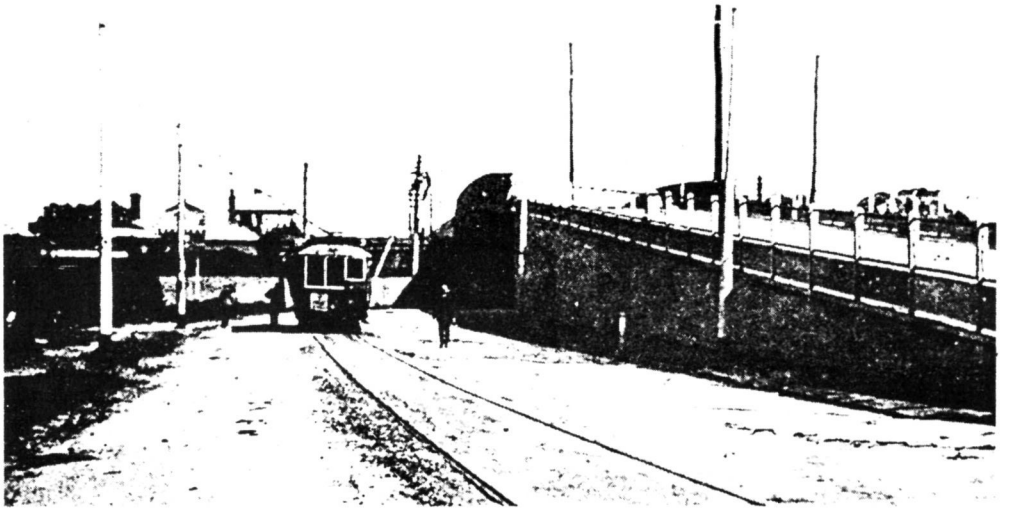
A new overpass is being erected at Park Terrace, 500 metres south of the former bridge. The new bridge will cross the railway at an angle of almost 90 degrees to the old structure and will allow the busy North Adelaide level crossing to be closed.

Canberra

Former NSWGT C class car 37 was transferred from the Parramatta Park steam tram museum to the Canberra Tradesmen's Union Club on Friday 15 February. This electric car, built in 1899 and available for service from June of that year, was removed from service on 8 August 1924 and sold to, and transferred by the North Coast Steam Navigation Company to their Byron Bay jetty tramway on 11 November 1924.

As outlined in the article which appeared in *Trolley Wire* of December 1974, steam tram trailer 74B was transferred from Newcastle in December 1924 and joined C 37 on the jetty. While at Byron Bay the trams were hauled by a simplex four wheel locomotive between the NSWGR station and the steamers at the jetty.

74B operated a charter trip for passengers for the last time in May 1955 while C 37 worked over the line with a group of Sydney Tramway Museum members on 4 November 1961.



The tram terminus at Gilbert Street Bowden with the new bridge over the northern railway in 1923. Shortly before trams commenced using the bridge on the tramway extension to Croydon. SOUTH AUSTRALIAN ARCHIVES

74B was transferred to Clyde Engineering plant at Granville in late 1957 and after a period of storage was moved to the Parramatta Park museum on 27 February 1959.

Mr. Brian Mantle obtain C 37 from Byron Bay for private preservation during 1963. The tramcar was transferred to the Parramatta Park museum on loan on 8 August 1974.

C 37 joins Sydney P 1729, Melbourne W2 447, Adelaide D 156, Brisbane 4-motor car 499 and Melbourne cable tram trailer car 589 on display at the licensed club at Dickson ACT. Club Manager Mr. Rod Driver said the club paid $10,000 for the tram which will be installed on the second floor of the club as part of a new sports bar. It is hoped at some future date C37 may return to operation on a project similar to that recently proposed for Canberra and outlined in *Trolley Wire* of October 1984.

Rockhampton

The steam engine unit from a former Queensland Railway Purry steam rail car was transferred to Rockhampton during late January for eventual fitting to the restored steam tram. This unit was made available by the Antique Machinery Restoration Society of Brisbane.

The restoration committee recently inspected further tramcar remains at the North Rockhampton Seeonee Park scout camp. These are possibly from either trailer 10 or motor 4 which were transferred to that location about 1940. These parts have been taken to the council bus workshops as patterns for future reconstruction.

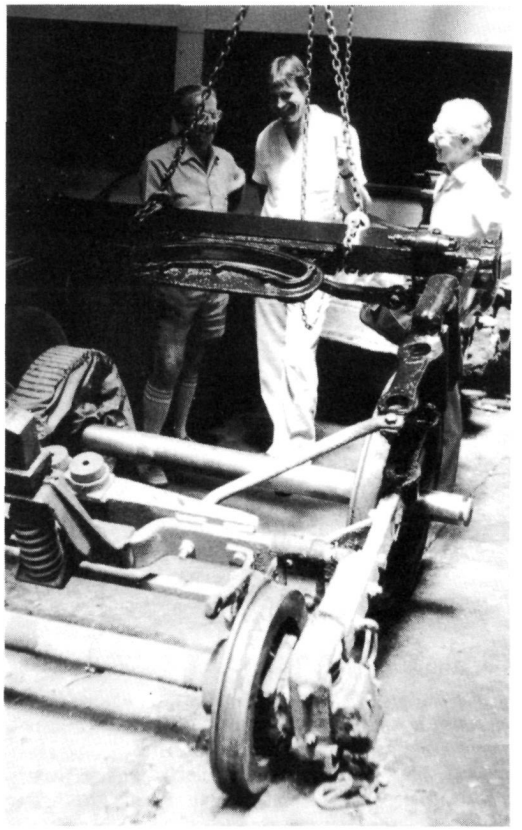
Burns and Twigg, the Rockhampton heavy engineering firm which carried out major overhaul work for the tramways during the 1909-1939 period, have offered their services in the restoration of the power car and trailer set. The boiler retrieved from a farm about ten years ago by the National Trust Rockhampton group has been taken to Burns and Twigg for sand blasting, repair and hydrostatic testing.

In addition to Burns and Twigg, the local firms of Denhams Pty Ltd and Dobinson's Spring Works have offered to assist with the project.

Mr. David Neish, the principal driving force in the National Trust group which retrieved many of the tramways relics some ten years ago for eventual restoration, has completed the drawings of the side frames for the new power tramcar and these have been sent to Tubemakers William Adams Pty Ltd for the quotation to supply the steel and carry out the profile cutting.

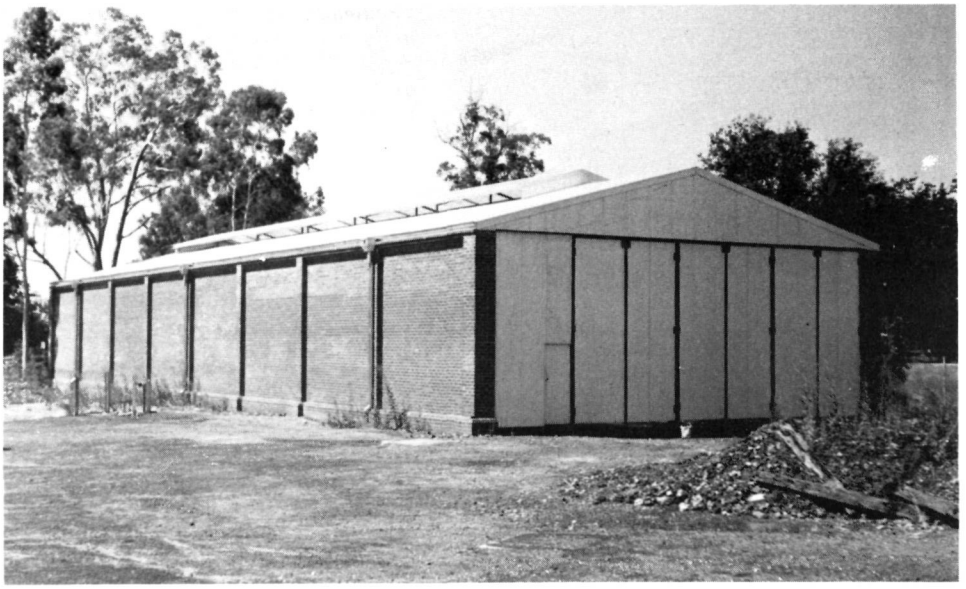
Mr. C. Folger, Chief Engineer, Central Division, of the Queensland Railways is investigating the availability of suitable railway wheel sets and axle boxes for the reconstructed tramcar from railway stocks.

Tramway relics continue to be donated to the project by interested residents of Rockhampton. A rear seat in exceptionally good condition was recently donated by Miss Cranley of West Street, Rockhampton while many additional photographs, which will assist the restoration, have come to hand for use by the steam tram committee.

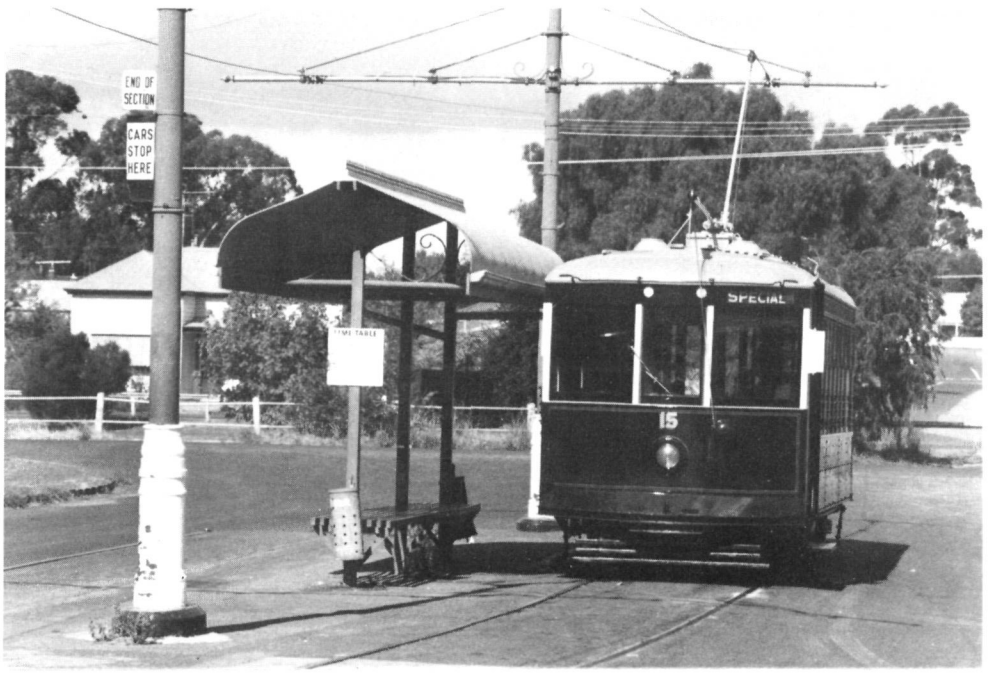


The Bendigo Trust has recently been undertaking major heavy maintenance work in its Arnold Street depot. Ken Hesse, James Lerk and Keith Kings are seen inspecting progress on a maximum traction truck. JOHN RADCLIFFE

The Bendigo Trust has long term plans which would divert tramway traffic on its North Bendigo line from Nolan Street into a reservation to enter the rear of the old Bendigo Gasworks which the Trust hopes to establish as a technology museum. The line would re-enter heavily trafficked Bridge Street just to the rear of car 44 (ex-Bendigo 17) in this picture. JOHN RADCLIFFE

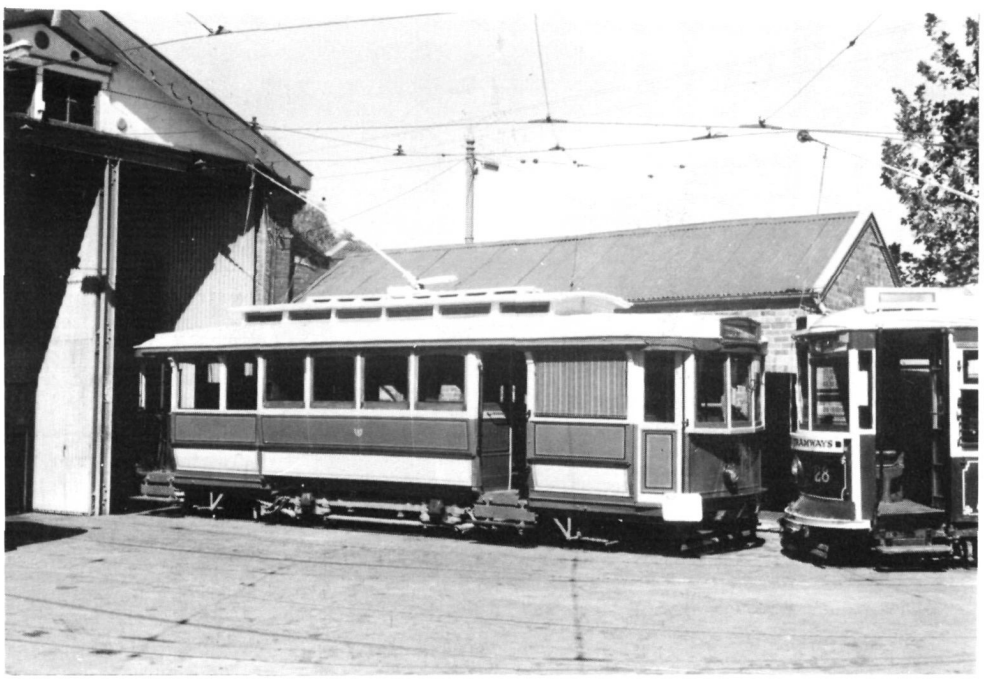


The Bendigo Trust has just completed a three-road nine car depot at the Bendigo Gasworks. Constructed with red brick external walls, the building was largely funded under the Community Employment Programme. JOHN RADCLIFFE



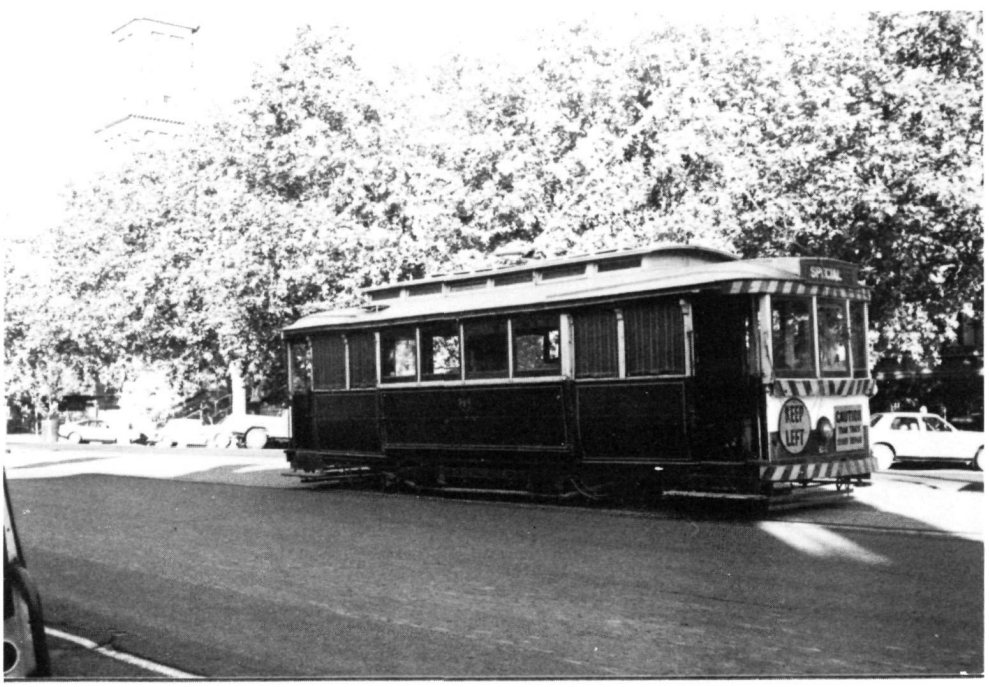
Bendigo Birney 15 (Brill, 1924) was officially off the books when the system closed in April 1972 following an accident which occurred in 1959. The restored car, in red and white livery, is seen here at the Violet Street terminus outside the Central Deborah Mine. ROBERT MERCHANT

Single truck 50 seat open cross bench was restored by the Bendigo Trust from the single truck track cleaner car. Only surviving tram from the original Bendigo fleet, it was converted to a rail cleaner in 1953 and ran until 1971 when a collision confined it to the depot. RICHARD HALL

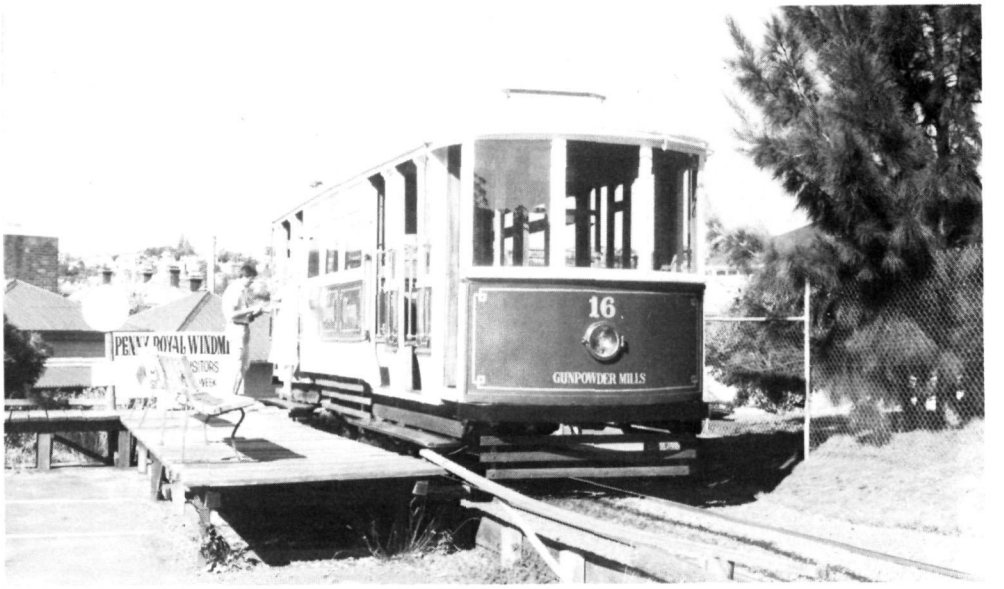


Restored single truck combination car 21 in green and cream livery is seen on No. 6 road at Bendigo Depot. Birney 28 in dark red livery can be seen to the right. Built by Duncan & Fraser in 1920, No. 21 was converted to one-man operation in the Geelong style during the 1930's and retains this configuration. RICHARD HALL

Interior of the new depot at Bendigo Gasworks. Although tracks have yet to be laid, the spacious interior was evident during a recent inspection by Keith Kings, James Lerk and Ken Hesse. JOHN RADCLIFFE



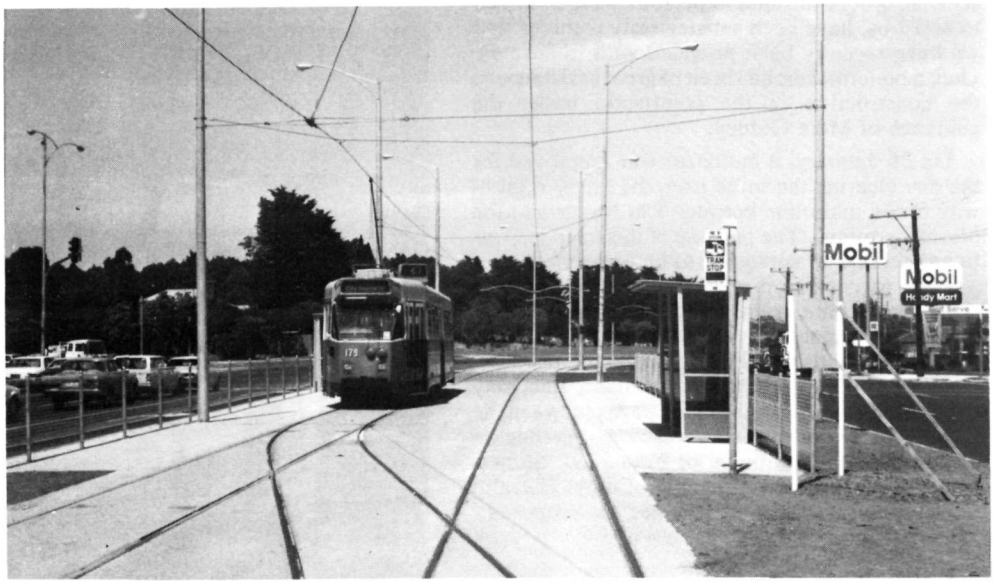
Until recently single truck combination car 'No. 6' served the Bendigo Trust's tourist tramway as a service car. It has been replaced in this duty by a suction cleaner mounted on a trailer and towed by a tractor. IAN WILLIAMS



Launceston Municipal Tramways single truck closed combination car 16 has been rescued and is running on a home-made truck powered by a diesel engine at the Penny Royal tourist complex near Launceston. It carries a livery similar to the original LMT maroon and yellow and runs over a short line between the Windmill and Gunpowder Mills.
RICHARD HALL

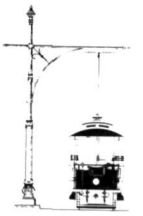
The Sandhurst Town Railway near Eaglehawk is a 2ft gauge line running through a gold mining folk museum. A small Ruston diesel is used to haul former Brisbane centre-aisle car 146 (six oval windows variety). The tram is painted in a red and white scheme with the name of the railway on the letter-board and a large logo on the side.
RICHARD HALL

Melbourne's Z class trams (and some buses) are starting to carry external advertising. Car 39 is seen at Elizabeth and Bourke Streets carrying wrap around advertising for the MTAs advertising agency. The ads, which appear to be confined to orange liveried vehicles, cover door pillars (but not glass) and require repositioning of the car numbers.
ROBERT MERCHANT



Z car 179 stands at tram stop 60 near La Trobe University ready to return to the city. This is the terminus for the second stage of the Bundoora tramway and was opened by Mr. John Cain, Victorian Premier and Member for Bundoora, on 10 January, 1985.
ROBERT MERCHANT

LOFTUS . . .



South Pacific Electric Railway

New Site

Although work slowed down slightly during the Christmas/New Year break, it did not stop completely and some of the components for the three way point were sorted from the pile of parts near the entrance gate and placed in position in preparation for assembly and connection of Roads 1 and 3 to the ladder track. The assembly of these components is now being carried out.

In true Sydney tramway style, the points leading from the ladder track to Roads 1 to 3 have been provided with a timber cover over the rodding between the blades. These points, which have also had one of the wharf point levers installed, are now complete. Our thanks are extended to Derek Butler for the manufacture of the point cover.

The Society is again receiving assistance from the Department of Corrective Services, through the Community Service Order scheme. A number of problems experienced initially under this scheme, where unsuitable persons were provided to assist us, have been satisfactorily resolved and we have recently been provided with tradesmen. One, a boilermaker, has been of great assistance in the construction of the pointwork, under the guidance of Mike Giddey.

On 26 January, a bulldozer was employed for the day clearing the scrub from the future right of way of the main line between Pitt Street and the North Terminus. The purpose of this exercise was to enable further surveying to be undertaken as a prelude to construction of the roadbed. Only a slight rise in the terrain, where the track will pass through a cutting, prevents the North Terminus from being seen from Pitt Street. Some development of the area alongside the main line may commence in the near future. The area between the South Coast railway and Rawson Avenue is owned by the Department of Education, Sutherland Shire Council and the Commonwealth Government and several schemes are proposed.

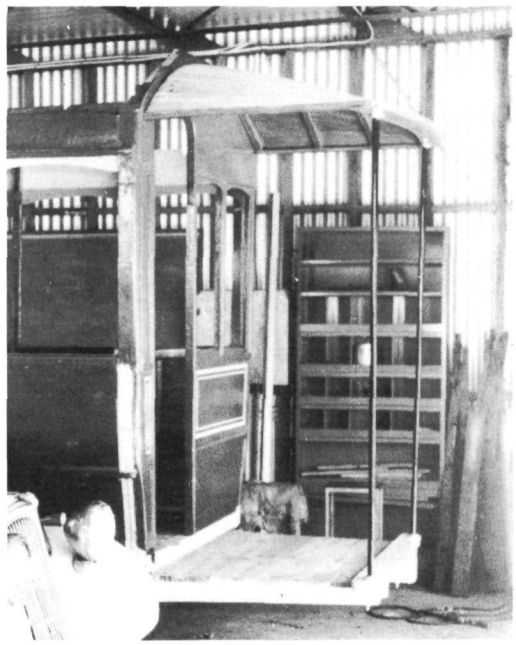
Old Site

Following the completion of restoration of W2 393, work has now been accelerated on L/P 154, to enable this car to be available for traffic in time to commemorate the 30th anniversary of its acquisition by the then Australian Electric Transport Museum, predecessor of the S.P.E.R., for preservation. The assistance of Bill Parkinson and his crew in this project is undoubtedly welcomed by Vic Solomons and Chris Jacobs, who have carried out most of the restoration to date. It is interesting to note that a photograph of 154, in its original condition as an "F" class car, appears in Vic's book, "Sydney Trams on Postcards", now available from the Bookshop.

Other restoration work has resulted in the replacement of the side gutter rails of R1 1979, which had been affected with dry rot and the painting of the roof of this car and R 1740. 1979 is now back in traffic.

Off Site

Following receipt of a telephone call from the Darling Harbour Re-development Authority on 15 January, it was necessary to make hasty arrangements to hire a semi self-loader to remove a number of items which had been requested and set aside for the Society from the former Darling



Cable trailer 23 as it appeared at the end of January 1985, showing the refitted end platform and roof canopy. KEN McCARTHY

Harbour Goods Yard. The items were required to be moved by Saturday 19 January. 16 cast iron columns and 8 steel lattice-work trusses were retrieved which will be useful for construction of one of the planned buildings at the new site.

The Society also successfully tendered for the two 50kW transformer and rectifier sets from the former Murray Street (Darling Harbour) substation. Collection of these items was arranged rather hastily, in order to beat the demolition contractor to the area. These items were picked up during December and the substation was subsequently demolished only a few days later. We were indeed fortunate in being able to obtain this equipment, which will be used to provide traction power to the new site. Our thanks are extended to those who assisted in this work.

Cable Trailer 23

By early February the platform and canopy had been fitted to one end of King Street car 23 at Warrawong High School and work was proceeding on the platform floor at the other end. The second end platform and canopy were completed and fitted by the end of the month. At the same time the timber cover strips were being fitted to the corner posts and to the window sill line on the exterior of the body.

Twelve new roof ribs, which resemble large coat hangers and the associated clerestory window posts had been prepared and the roof ribs were screwed into position and morticed to take the clerestory window posts during early March. The segments of the original ribs in the raised clerestory roof space had been cut through many years ago making it impossible to reuse any part of the original components.

Although the original roof surface components over the clerestory area can be used in the reconstruction, many decades ago, when the car was in use as a shed, the roof overhang over the clerestory was sawn off and discarded. This section will have to be laboriously grafted onto the main roof.

The task of constructing new end platform aprons is also well in hand. The only departure made so far from the original design is the fitting of pipe posts from the end platform headstocks to the roof canopies cantilevered from the end wall bulkheads but the vibration in traffic resulted in weaknesses developing in the canopies and straining of the saloon end walls. The pipe posts have considerably strengthened the bodies of similar cars at Albion Park, so this reconstruction is being adopted on No. 23. Some column components from the apron of former Sydney Ferries Ltd. steam trailer No. 1 are being used in this part of the project.

The King Street cable trailer shown at the stage reached during March 1985. The roof arches are in place while the ceiling of the clerestory can be seen at the left.
KEN McCARTHY

ST. KILDA . . .

Australian Electric Transport Museum

Car 264

A number of members are now working on this major restoration project. The new dropcentre compartment and gangway flooring has been red lead painted and installed. Handbrakes, motorman's brake valves and brake rigging components have been fitted. Gongs and controllers (including wiring to the motors) have been connected. An air-govenor and filter is in place and the two trolley poles and wheels are in position. Modified step brackets from C type tram 173, which is currently in use as a Museum store shed, have been fitted. Ceiling light beading has been installed and a number of small metal components have been grit blasted and painted ready for installation.

Several test runs to Mangrove loop were conducted in January. The two controllers and the linebreaker were tested and the trials included both two-and four-motor operation.

Car 42

This car is being fitted with air braking and air brake piping has been fitted under the car. This proved somewhat difficult as there was no previous pipe path to follow. Car 42 ran its full service life with magnetic track and hand brakes only. The linebraker has been installed and wired while a worn compressor which came with the Brussels 21E truck has been replaced from our ex-Melbourne spares. The front aprons have been removed and will be renewed.

Car 34

A knocking sound in one of Ballarat 34s maximum traction trucks when rounding tight curves had puzzled our maintenance team for some time. Thanks to Craig Tooke and other members of the Melbourne Tramcar Preservation Association the problem has been solved. It seems a portion of the air brake actuating rod which connects to the truck had been fouling a spring on the truck when negotiating sharp curves, so causing our mystery knock.

Car 1

Gooseneck lattice gate handles have been reinstalled and brass seat protector plates (for conductor's shoes when climbing to change the side destination signs) are in place. Adelaide's first

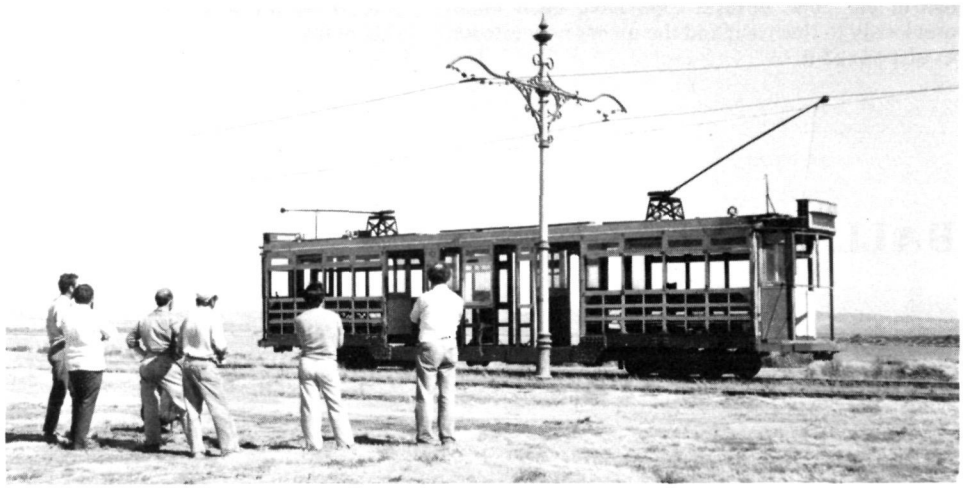
F1 type 264 recently made its first trip on the St. Kilda line under its own power. Initially only one controller was fitted. A "motorman's-eye" view is seen of Max Fenner waving on from the front of the car. At this time, the dropcentre floor had yet to be refitted. JOHN RADCLIFFE

electric tram continues to provide good service and is used most weekends.

Operating Procedures

Improved operating procedures have been introduced to ensure maximum safety when car 1 is in use. Braking on this tram is by handbrake operation only. Although no problems have occured to date, it is considered possible that the car could be blown along the track at St. Kilda Beach terminus on very windy days if the handbrake has not been properly applied. The new procedures require the conductor to assist the motorman with braking at the St. Kilda Beach terminus.

As No. 1 approaches the terminus the conductor moves to the rear cabin. The motorman stops with the handbrake in the usual way, but does not set the brake pawl in the rachet. He holds the rim of the wheel so that it can move easily through his fingers while making sure he is clear of the handle. He then rings the conductor's bell three



Not a thing of beauty, but a great deal of work had already been achieved on F1 264 by the time members were able to admire their handiwork at Mangrove Loop on the first trial run under its own power. JOHN RADCLIFFE

F1 type 264 stands alongside sister car 282 at St. Kilda. Reconstruction of the motorman's cabins by Jim Burke is now well advanced. JOHN RADCLIFFE

times, the cord of which is conveniently positioned above the brake wheel.

Upon receipt of the motorman's signal in the rear cabin, the conductor applies the handbrake and sets the pawl to hold it. The conductor then moves back into the car to change seats, barriers and side signs. This allows the motorman to attend to the trolleypole, and signs and traffic arrangements.

Spare Parts

A visit was conducted recently to the body of dropcentre tram 278 at Aldinga. A number of timber parts and braking gear were obtained for use in car 264. Several trips have been made previously to this tram and the owner now intends to dispose of it.

Other News

The body of E type tram 118 has been moved from the new shed to the rear of Road 4 in the main depot. The space made available by this move is filled by one of the maxium traction cars 34,111, or 192. No non-operational cars now remain in the new depot.

Air lines have been installed in the workshop for our compressed air drills, grinders and cleaning hoses.

Ballast to rail level has been spread on a section of the main line just past the new depot and the main depot fan to move around the trams and reverse trolley poles when changing direction at this point.

BALLAROT . . .

Ballarat Tramway Preservation Society

CEP Scheme

The Society has been granted a Community Employment Programme (a job creation scheme funded by the Federal and State Governments). The programme will employ three people full time for six months, with the CEP contributing $35,291 and the Society contributing $10,000.

The programme was officialy announced on 25 January 1985 by Federal MHR for Ballarat John Mildren, and State MLA for Ballarat North Tom Evans, with Warren Doubleday representing the Society.

The three people employed under the scheme are Ken Walker, fitter; Steve Tomaska, carpenter; and Jackie Edwards, trade assistant. They commenced work on 4 February. Society engineer Warren Doubleday has been appointed Project Manager, and head ganger Dave Macartney is being paid as part-time supervisor.

Projects undertaken so far include restoration of No. 27, the refitting of No. 40s trucks and

Ballarat's CEP staff, Ken Walker, Jackie Edwards and Steve Tomaska, at work in the depot.
DAVE MACARTNEY

maintenance of controllers. So far the CEP project has been of great benefit to the Society, and has speeded up the restoration programme.

No. 40

Overhaul of No. 40s maximum traction trucks has been completed by Miller Bros., and the trucks were delivered to the depot on 8 February. After testing and slight modifications,the trucks were refitted under No. 40s body. On 2 March the car was successfully tested; its first run in over four years! The following day it was successfully used in passenger traffic.

No. 27

No. 27 is to be repainted in the 1930s SEC colour scheme, with cream rocker panels and a lighter shade of green than that used in later days. The dash canopy lighting has been removed and exterior paint is being stripped. The saloon seats have been removed, while interior woodwork is being renewed and varnished.

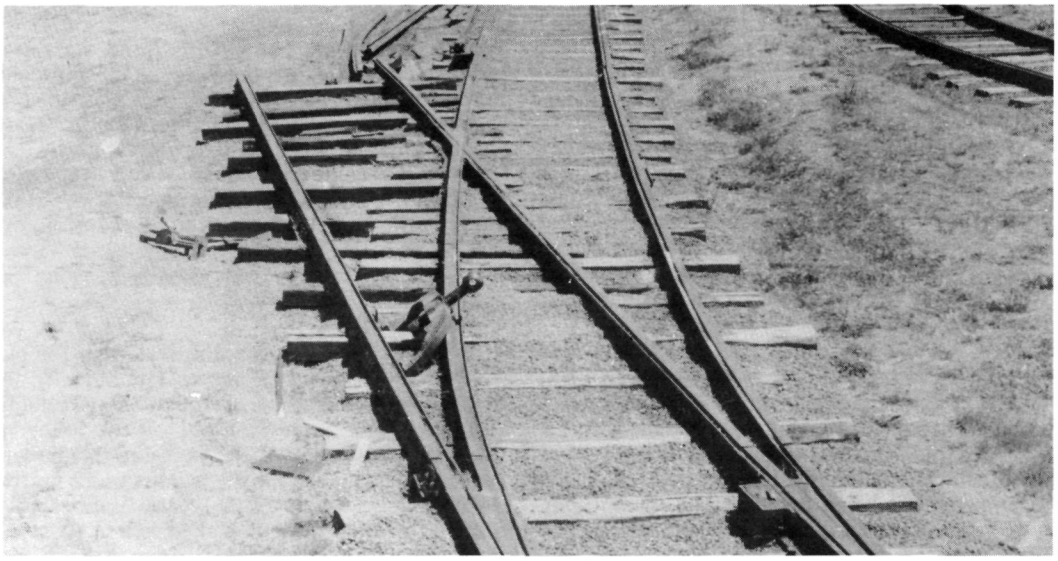
Trackwork

The trackwork for No. 7 Road has been completed, and all depot roads are now operable although the overhead on No. 7 Road has still to be connected. The ex-MMTB tower truck, which had been stored on No. 7 Road, is now in store at the Bungaree members' house while trackwork proceeds. Filling is now being placed between the rails to allow the tower truck to be placed on this road.

Begonia Festival

This year the Begonia Festival went for two weeks, rather than ten days. Traditionally the procession took place on the Labour Day Holiday, but this years procession was on the following Sunday, 17 March, 1985. As usual, the gardens were crowded with tourists, and the trams carried heavy loads. Three trams ran on Labour Day, including No. 40, which worked well on its return to traffic after four years.

No. 40 sat on jacks at the back of the depot for several years while its trucks were being overhauled. ALAN BRADLEY

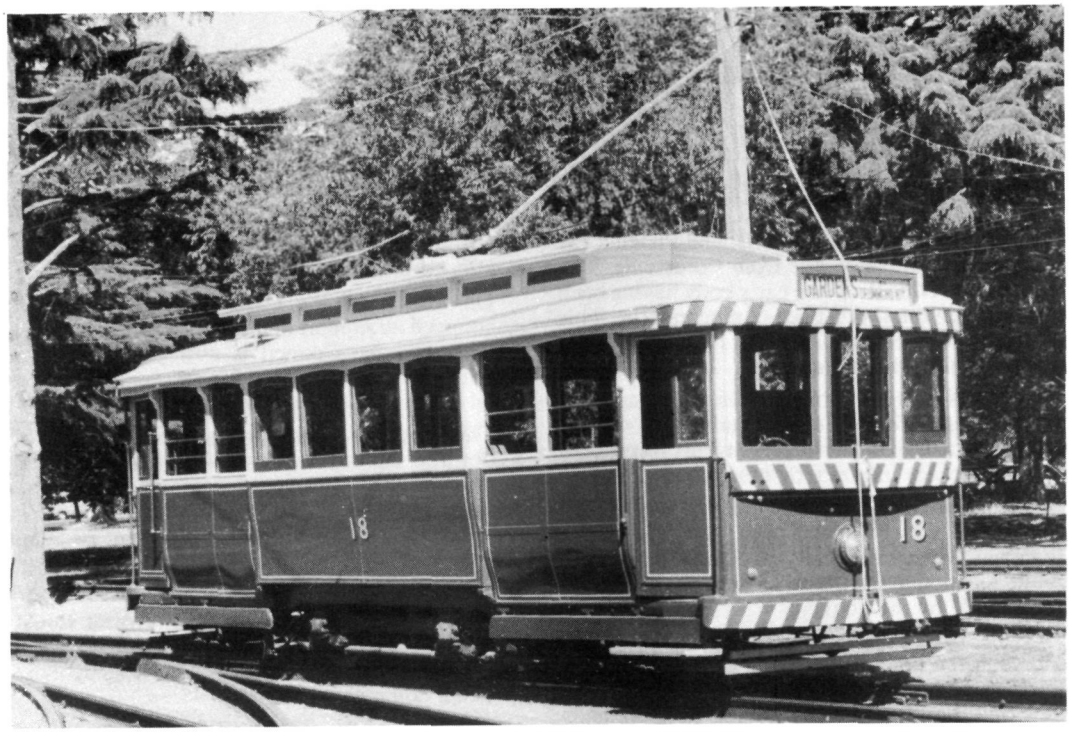


8 February 1985 and No. 7 Road takes shape. Within three weeks the track was complete to the back wall of the shed, lifted, packed and in use.

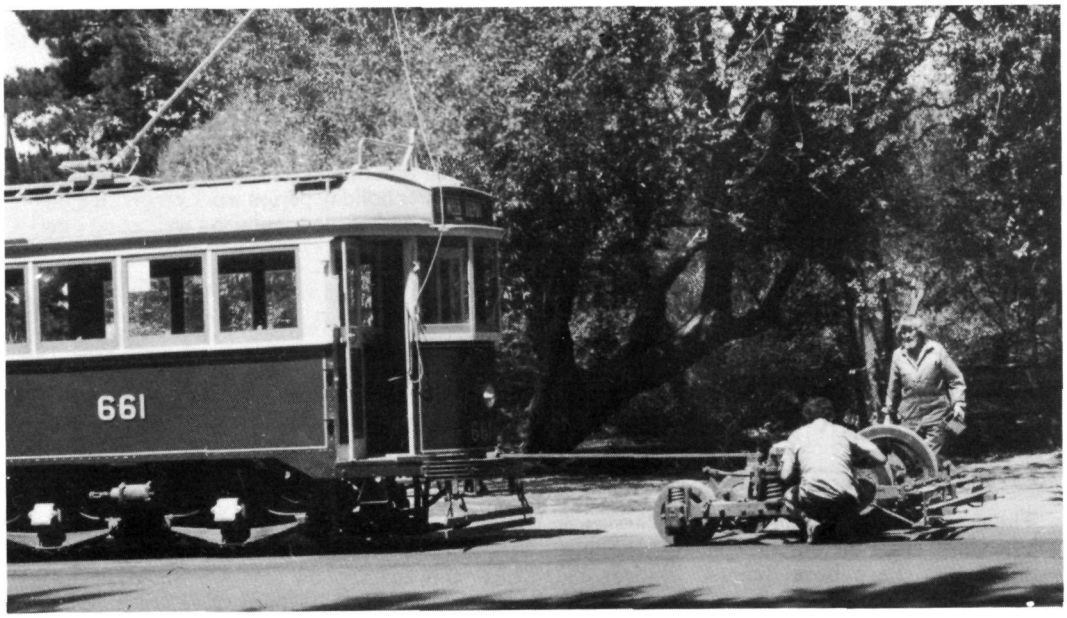
DAVE MACARTNEY

No. 40s rebuilt trucks arrive back at the BTPS depot. Warren Doubleday and Barry McCandlish assist the crane driver on 8 February 1985.

DAVE MACARTNEY



No. 18 outside the depot at Ballarat on 24 February, 1985. The car re-entered service on Boxing Day, 26 December, 1984. DAVE MACARTNEY



Car 661 was used to tow No. 40s truck on a bearing testing run along St. Aidans Drive on 21 February 1985. DAVE MACARTNEY

NEWCASTLE . . .

Newcastle Tramway Museum

On Saturday 13 October Brisbane Phoenix car 550 returned to Newcastle from Forestville. The restoration of this Brisbane car's body having been completed in the short space of nine months. This vehicle is now securely stored in inner Newcastle awaiting suitable running gear.

On 23 November former Sydney R1 car 1995 was transferred from its store location on a railway siding at Australian Fertilizers at Port Kembla to covered storage in a nearby bond store.

During November a public meeting was held by Newcastle City Council and the Newcastle Tramway Museum Society at Stockton to gauge public reaction to the tramway museum supported in principle by the council.

Over 100 people attended the meeting. Although the majority of those attending did not object to the tramway as such, they did express the view that they were against tourist developments for their district.

During February the Museum Committee was invited to place their proposals before Lake Macquarie City Council. In addition to a tramway museum, the society would operate a tramway extending some 3 km between Cockle Creek Station and Speers Point picnic ground.

The planned route would not follow the former NSWGT alignment which traversed busy Main Road, but is planned to traverse the eastern bank of Cockle Creek. The former steam tram service from Speers Point to Wallsend closed in November 1930, but picnic services on public holidays between Cockle Creek station and Speers Point continued until May Day 1932.

On March 11 the Lake Macquarie Council announced its support in principle for the tramway scheme and the Council is now preparing submissions with the museum for presentation to the Steel Cities Assistance scheme.

This funding scheme has resources in excess of $10m for employment relief in the Whyalla, Illawarra and Newcastle regions. Approved projects, however, must ultimately be self supporting and not require further government or semi government contributions for continuation and later developments.

The Cockle Creek-Speers Point project would require $400,000 for the track and associated work, while a further $250,000 is envisaged for the museum complex and depot.

Mr. Allowes, the council engineer, reported that the present area zoning does not prevent the establishment of the tramway along the proposed route but City Planner Colwell feels that an environmental impact study would be required for the area between Second and Fourth Streets, Boolaroo, where the tramway would be adjacent to a housing area.

By late 1984 the drivers cabin on the number 1 end of LP 284 had been restored at Wallsend, while eight double and two single side panel units had been rebuilt and refitted to the tramcar. Over the summer holiday period work progressed on the number 2 end of the tramcar as well as on interior body restoration.

ALBION PARK . . .

Illawarra Light Railway Museum Society

The major activities at the ILRMS Museum at Albion Park, since the official opening ceremony in November, have been directed towards the commencement of the activities funded through the CEP grant.

By early December it was learnt that the original $50,000 grant had been extended by a further $15,000 to cover administration and supervision aspects. The work force members to be employed under the grant were interviewed and selected at Shellharbour Council Chambers through the Commonwealth Employment Service on 18 February and work commenced on 25 February.

Building Construction.

By the middle of March the CEP employees had prepared the frame work for the 3m x 18m workshop using materials stockpiled over a considerable period and by that stage the foundations had been excavated and foundation bolts prepared ready for the concrete footings to be poured.

The complete components for the 6m x 18m loco-carraige shed arrived at the museum from the manufacturers on 6 March. The concrete footings were poured on 15 March and by the end of the following week several sections of the portal frame had been erected.

The running shed will cover four tracks, while provision is being made for later lean-to extensions which will cover a further two tracks, one on each side.

The machine shop will form an "L" shape extension to the running shed and to clear the compound area for this building activity the last concrete slabs which formed the base for the steam machinery display area were removed on 9 March.

A group of unemployed carpentry apprentices have been occupied at the museum between other tasks from time to time over the last few months.

By mid February this group had completed a new large machinery display shed at the western end of the museum compound around the large restored vertical Brownhoist boiler. The display shed is "L" shaped and covers an area 15m x 10m. The stationary steam units have not yet been repositioned in the new building as it is presently being used as a sheltered work area for the CEP scheme employees.

Locomotives.

By early March the reconstruction of the boiler for Perry steam loco "Tully 6" (B/no. 7967.49.1 of 1949) had reached a stage at the Port Kembla Steel Works where it was ready to receive new tubes. These tubes were prepared at the museum during January and sent to the Steel Works on 11 February.

During the summer period work continued on the restoration of the E. Baldwin battery electric

A & D Munro No. 2, Lima Shay 2097 of 1908, being transferred from the loco compound to the NE siding at Albion Park on 18 December, 1984.

KEN McCARTHY

3'6" gauge man transporter car No. 2 from Huntley Colliery. This vehicle carried builder's number 801-1-5-64 of 1964 and is being restored to static condition.

On 15 January parts of a 2ft gauge Ruston diesel locomotive, indentical to the one already in service at Albion Park, were retrieved from Bankstown. This relic was obtained many years ago for a long forgotten project. It had been gradually taken apart for restoration, but reassembly never occurred and the parts had lingered under a tree for more than ten years. The dismantling exercise was so thorough that leaf spring sets were taken apart and the links in the transmission chain separated. The owner had sold the property on which the relic stood and the new owner wanted the material removed. The ILRMS took most of the parts as spares for the working locomotive. The diesel engine was left, however, as it was well beyond restoration.

During the summer holiday period the rolling stock had to be cleared from the museum compound area to give the CEP employees a clear site on which to work. The working locos and rolling stock are stabled in the Yallah Station yard which is now also enclosed by a large compound. The non revenue items have been shunted onto various sidings at the museum.

On 18 December Munro Coy. Shay No. 2 (Lima 2097 of 1908) made a 0.5km journey from the loco compound to the NE siding...the longest rail journey made by the relic in 50 years. The partially restored loco now stands on the bush siding and has attracted interest when seen by the passengers as they steam around the circuit.

Around the Property.

During February the plumbing and footings for the large toilet-shower block were constructed and the concrete floor poured. Approval has been given for a group of apprentice bricklayers to visit the museum during April to erect the brick walls.

A second main gate was fitted at the entrance during January adjacent to the original gate. This removes a traffic bottleneck. Both gates are standard level crossing fittings obtained on the Society's second work day at Corrimal way back in April 1972.

During February a large consignment of railway items, which had been stored in Brisbane for some

Locomotives in the Albion Park compound on 18 December 1984. Left to right they are: Davenport 0-4-0ST (1596 of 1917); Hudswell Clarke 0-6-0 (1706 of 1939); Lima Shay (2097 of 1908); Ruston diesel 4wDM(285298) and Leyland-Krauss 4wPM (2179 of 1889). KEN McCARTHY

time, arrived in Sydney for transhipment to Albion Park. These include signals and block instruments purchased some time ago from the Queensland Railways.

By mid March work was well advanced on the construction of a sub-station building around a cabinet unit purchased recently which provides an output of 60 volts- 100 amps DC. This replaces the former mobile substation and will provide trolley wire traction current for the Gemco tunnel loco and will also recharge traction batteries used in the Mancha unit.

Passenger Rolling Stock

Major work concluded on the restoration of former Melbourne cable car trailer 430 on 23 February a task which has taken 2½ years. Some minor work such as the construction and fitting of internal grab rods and leather straps, electric lights and platform gates have yet to be provided, but these will be carried out when more urgent jobs are completed.

The task of retrieving items from the decayed body of the former Victoria Mill (Ingham Queensland) 2ft gauge Drewry single cylinder manager's inspection car commenced on 9 March. The chassis and engine components of this interesting vehicle were restored some time ago, but the reconstruction of the body could not go ahead until passenger car 430 was finished.

Publicity and Patronage

A camera and production crew from Sydney TV channel 9 were visiting Wollongong on Thursday 14 March when they learnt of the ILRMS museum. They requested a filming session at Albion Park around noon, and by 3.30pm steam had been raised in the Davenport locomotive enabling the TV crew to take daylight and evening sequences along the museum railway. The material was expected to go to air in early April.

Due to concern expressed by other non-profit making groups, the local TV station WIN 4 has been forced to curtail the prime time showing of the ILRMS half minute advertisement. The TV station has put the film to air in prime time for several years and as the steam train scenes, updated about every nine months, were very striking, they generated considerable interest and patronage.

Due to the uncomfortable and humid weather during the summer period, riding figures were about 1000 less than during the January, February and March period for 1984. Never-the-less, on the six steaming days about 3,500 rides were made on the museum railway.

This is the photo which should have appeared on page 25 of our February issue. Lindsay Richardson, Frank Damen and John Shan lay out sleepers on the roadbed towards the creek crossing.

Our apologies to Perth and Albion Park for the unfortunate printing mixup which marred our February issue.


Number 1
SHARKSTON STREET
Bistro
LICENSED RESTAURANT
CLASSIC RESTAURANT
GROUND FLOOR
COFFEE LOUNGE
Classic SLIPPERS & SHOES
YOUNG & JACKSON
Foster's Lager
HAPPY BIRTHDAY VICTORIA
Special
233
METROPOLITAN TRANSIT