

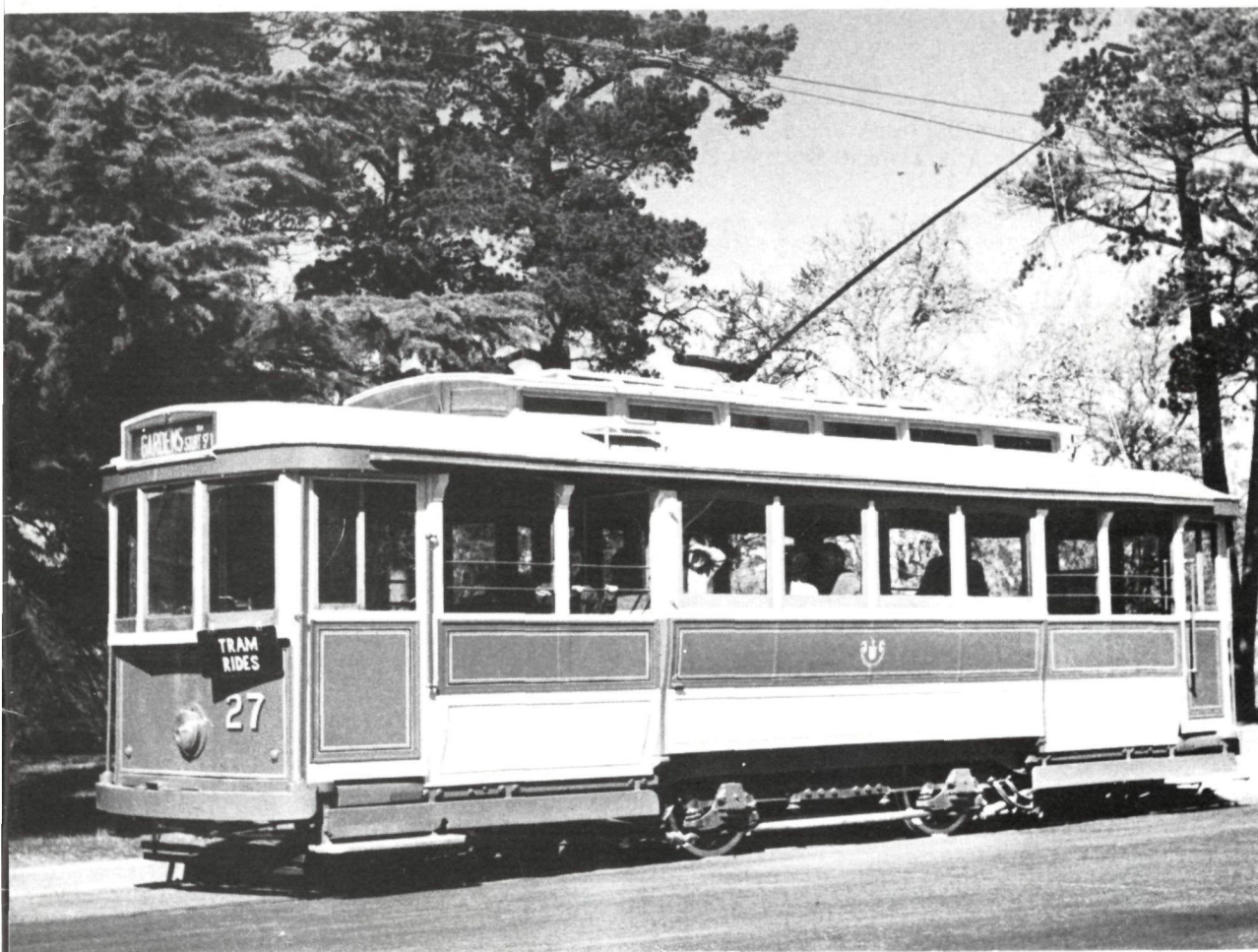
\$2.00\*

# TROLLEY WIRE

JOURNAL OF . . .  
AUSTRALIAN TRAMWAY MUSEUMS

December 1985

ISSUE No. 221



INSIDE — MELBOURNE CABLE LINES CONTINUED

*Registered by Australia Post — Publication No. NBH0804*

# TROLLEY WIRE

ISSN 0155-1264

DECEMBER 1985  
Vol 26 No 6  
Issue No 221

\* *Recommended Price*

## CONTENTS

MELBOURNE CABLE CENTENARY	3
HERE & THERE .....	15
GEELONG TRANSPORT MUSEUM ...	15
ROCKHAMPTON NEWS .....	16
VICTOR HARBOUR NEWS .....	17

Published by the South Pacific Electric Railway  
Co-operative Society Limited, Box 103 P.O.  
Sutherland, N.S.W. 2232.

*The opinions expressed in this publication are  
those of the authors and not necessarily those of  
the publishers or the participating societies.*

Typeset and printed by Meulen Graphics, D33/78  
Gibson Avenue, Padstow 2211. Phone 774-4196.

Subscription Rates (for six issues per year) to expire  
in December:

AUSTRALIA \$11.50  
OVERSEAS \$12.50

All correspondence in relation to "Trolley Wire" and  
other publishing and sales matters should be for-  
warded to:

BOX 103 P.O. SUTHERLAND 2232

## COPYRIGHT

EDITOR ..... Bob Merchant  
Co-ORDINATOR ..... Bob Cowing  
SUBSCRIPTIONS ... Norm Chinn, Jim O'Brien  
DISTRIBUTION ..... Mal McAulay  
Peter Hallen, Laurie Gordon



*H car 364 arrives at the new passenger shelter in  
Moseley Square, August 1985.* P. SHILLABEER

## FRONT PAGE:

*Ballarat single truck car 27 looking resplendent in the original SECV livery of 1935.*

WILLIAM SCOTT

## BACK PAGE:

*S.A.R. Brill 55 class railcar No 9 with horsecars Nos 5 and 6 arriving at Islington  
Workshops Junction from Victor Harbor on 5 August, 1954.*

D. A. COLQUHOUN

# MELBOURNE TRAMWAY CENTENARY

## THE CABLE TRAMWAY ERA

By Ken McCarthy

... Continued

### Swanston Street Tramway

Physical through running of the north and south side tramways along Swanston Street was envisaged in the original tramway plans. As mentioned earlier the actual tramway crossing at the corner of Swanston and Flinders Streets was constructed during the Richmond line work in 1885. The St. Kilda Road tracks could not be opened until the completion of the new Princes Bridge. Although this new bridge was opened for street traffic on 4 October, 1888 and the St. Kilda Road routes were commissioned soon after that

date, through running was not inaugurated along Swanston Street until February 1890.<sup>24</sup>

The first of the two northern lines to use Swanston Street, that along Lonsdale, Russell, Lygon, Elgin and Johnston Streets to Johnston Street Bridge, Collingwood, was not opened until 21 December, 1887. This was also known as the Carlton line.<sup>25</sup>

The trams commenced in Swanston Street just north of the Flinders Street intersection and crossed other cable tram routes at Collins, Bourke,



*A Prahran tram approaches the Flinders Street intersection as it travels southwards on Swanston Street. Further up Swanston Street a grip car hauling two trailers can be seen in this c.1905 photo.*

C. B. THOMAS COLLECTION



Nicholson, Brunswick and Smith Streets. Flagmen were stationed at these crossings to regulate traffic and to enable gripmen to have an unhindered path as they gained momentum to drop the cable and coast over the intersections.

The winding house stood in Johnston Street near Brunswick Street and powered two ropes:

1. 15,000ft, to Johnston Street Bridge terminus.
2. 23,400ft, to Flinders Street.

On 20 January, 1889 the St. Kilda Road cable was extended along Swanston Street to Queensberry Street resulting in the city cable on the Johnston Street line being cut back to 16,700 ft.<sup>26</sup>

In later years the city cable from the Johnston Street engine house turned back on a terminal sheave at the corner of Russell and Lonsdale Streets. This terminal pulley set powered an auxiliary cable along Lonsdale Street for trams heading out of the city. Cars on the inwards track travelled down Lonsdale street by their own momentum.

The car shed serving the Johnston Street Bridge route stood on the northern side of the tramway at Trennery Crescent near the terminus.

The second northside tramway to use Swanston Street as its city thoroughfare was the North Carlton tramway. This branched from the Johnston Street line at Rathdown Street which was followed to the inner circle railway.

During November 1888 representations made by the residents of East Brunswick requested tramway extensions into that area either from the end of the planned North Carlton route or by way of the parallel Lygon Street. This area had to wait another 25 years before an electric service reached their suburb.

The Melbourne Tramway Trust had announced at their meeting of 25 November, 1887 that land had been purchased for £2,450 at North Carlton as a site for the winding house and that meeting recommended that tenders be called immediately for the construction of the North Carlton line.<sup>27</sup>



*Tram 103, bound from North Carlton to St. Kilda Beach passes a North Carlton bound tram outside the Melbourne Town Hall in Swanston Street. c.1905.*

K. McCARTHY COLLECTION





*A Prahran bound tram drops the rope and coasts across the Richmond tram crossing at Flinders Street as it travels south in Swanston Street. c.1905.*

K. MAGOR COLLECTION

The North Carlton route opened on Saturday, 9 February, 1889 terminating in the city at Swanston Street near Flinders Street. The car shed stood on the western side of Rathdown Street at the terminus near Park Street adjacent to the winding house. The winding engine only powered one cable:

1. 13,400ft, along Rathdown Street from Johnston Street to the terminus.

Space was provided for a second cable in the engine house for a planned northwards extension but this was never constructed.

At the time of the opening of the North Carlton tramway in February 1889 the northern thoroughfare along which the line traversed was known as Rathdown Street (without the "e"). By the early 1890's the "e" had been added to "Rathdowne" and photos of that period show the "E" neatly lettered but squeezed into position on the trams' letter boards.

### St. Kilda Road Tramway

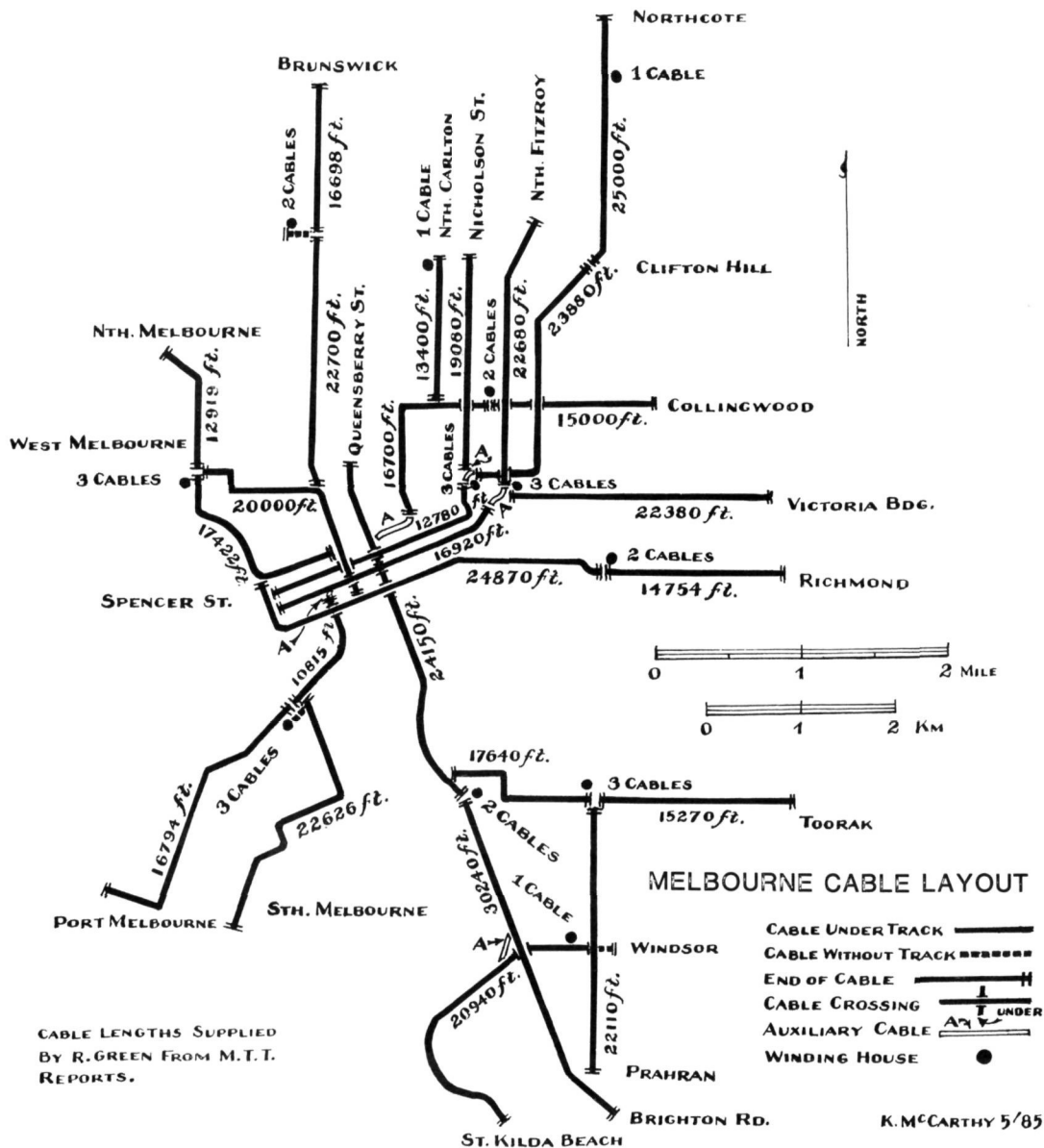
The overall tramway scheme proposed three main southern routes out of the city along St. Kilda Road to Toorak, Prahran and (Brighton Road) St. Kilda. In addition, a horse worked cross country line was surveyed from Barkly Street, St. Kilda, at the "Village Belle" via The Esplanade, Fitzroy Street and Wellington Street to terminate at Chapel Street on the Prahran tramway.

The councils of these southern suburbs had the option to decide on whether cable, horse or "motor" power should be used on these St. Kilda Road lines.<sup>28</sup> Cable traction was selected for the city bound tramways but the motive power for the Windsor to St. Kilda cross country service was not decided until September 1887 when the city routes were under construction. On the evening of 29 September the St. Kilda Council decided in favour of cable traction with a strong recommendation that the tramway be extended beyond the "Village Belle" to Elwood. This extension had to wait for a further 20 years when the Elwood district was served by the Victorian Railways electric tramway from St. Kilda Station.

Although the St. Kilda cable lines served closely settled areas, the tramways in that southern district could not open until the completion of the new Princes Bridge across the Yarra River.

The second bridge, which replaced a wooden truss structure, opened on 15 November, 1850. This was a single arch stone bridge spanning a narrow part of the stream. David Munro & Company won the contract to construct a three arch bridge with 100ft. iron spans on stone piers for £140,000. The project included widening the Yarra River from 140ft. to 320ft.<sup>29</sup>

The southern river bank was cut back between St. Kilda Road and St. Kilda Railway Bridge. The 40,000 cubic yards of stone excavated at the work



Melbourne Cable Layout. This is a composite map which generally shows the cables or "ropes" at the turn of the century. The auxiliary cables at St. Kilda Junction and at the Market-Collins Street intersection were later replaced by elaborate re-routing of the main traction cables. At some stages the superior and inferior positions of inter-

secting cables were changed... this is believed to have occurred at the Elizabeth Streets intersections of Bourke and Collins Streets. During the 1887-c 1890 period and again in 1935-1936 the Brunswick cable was extended right along Elizabeth Street to the Flinders Street corner.

site was carried away by a light railway on which "a couple of small locomotives and a dozen or two ballast trucks" were used. Prior to David Munro commencing work on the project during November 1885, the old bridge was demolished and traffic diverted onto a temporary wooden bridge constructed slightly down stream.

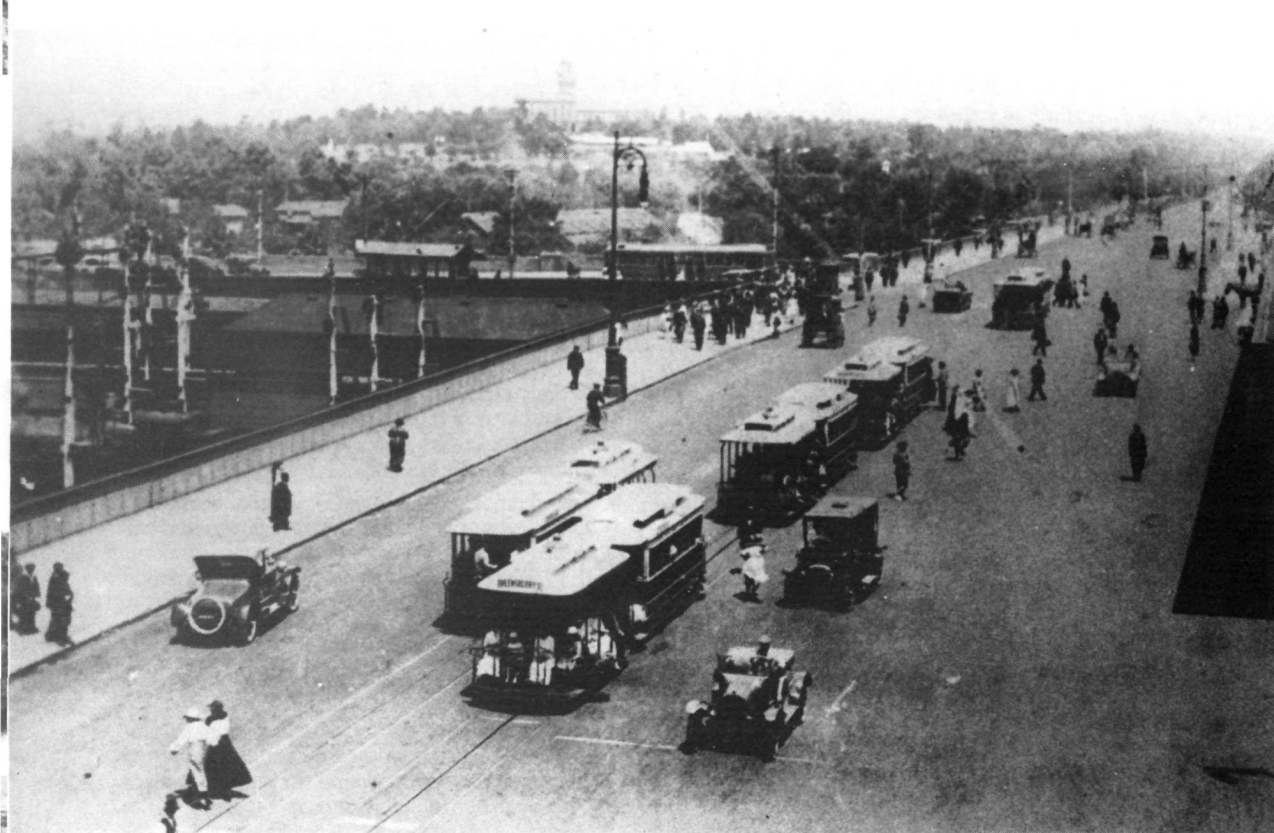
The new Princes Bridge was opened for road traffic on 4 October, 1888 and the Brighton Road cable tramway opened on Thursday, 11 October. Problems were experienced on the southern bridge approach due to settlement. To overcome alignment troubles, the cable tunnel at that location was lined with sheet metal and timber rather than concrete. The road surface at that point was paved with bluestone rather than wood blocks.

The M. T. & O. Coy. at first hesitated in signing the lease for the tramway due to the alignment and settlement problem, but the Company decided to open the line instead of arguing with the Trust about the temporary section of track.<sup>30</sup>

Mr. Flanigan won the contract to demolish the temporary wooden bridge on 25 October, 1888. In the meantime the southern approach settlement problem at the new bridge continued until October 1890. By that time the roadway had subsided from 18 in. (450mm) to 3 ft. (900mm) but the road and tramway traffic was never suspended. From October 1888 until May 1890 gravel and stones were placed in the dangerous section until the area consolidated.

On 13 October, 1891 the Tramways Trust announced that a contract had been let to Mr. J. Cranston to realign the tram tracks and rebuild the section with permanent materials. This was to be carried out at night so that regular traffic would not be interrupted.

The South Yarra and Prahran tramway opened for traffic on Friday, 26 October, 1888. This route branched from the main St. Kilda Road tramway at Domain Road and followed that thoroughfare eastwards and then proceeded along Park Street,



*Five cable tram sets can be seen in the foreground in Swanston Street at Flinders Street Station. A bogie electric car of the Hawthorn Tramways Trust can also be seen at the Batman Avenue terminus in this c.1920 photograph.*

V. SOLOMONS COLLECTION





*Trailer 57 at North Carlton car shed in Rathdowne Street about to depart for St. Kilda Beach. This view dates from the c.1915 period as the boards on the roof of the trailer indicates that the tram will connect with Malvern and Burke Road electric trams.*

C. B. THOMAS COLLECTION

Toorak Road and Chapel Street to Carlisle Street, Balaclava.<sup>31</sup>

The third route feeding in to St. Kilda Road was that to Toorak. This branched from the Prahran tramway and served Toorak Road eastwards from Chapel Street. After successful trials conducted on Thursday afternoon 14 February, 1889 the new line opened for public service on the following morning.

The Toorak tramway worked as a feeder service to the Chapel Street line until 26 May, 1889 when the route was extended to the Fish Markets at the corner of Flinders and Swanston Streets.

As already mentioned, the Windsor to St. Kilda Beach and "Village Belle" cross country line was constructed for cable traction and opened for traffic on Tuesday, 27 October, 1891. This proved to be the last cable route constructed under the overall tramway scheme.<sup>32</sup>

Three engine houses served the southern districts:

- a. The St. Kilda Road or Bromby Street engine house.
  1. 30,240ft, cable which extended southwards

along St. Kilda Road and Brighton Road to Chapel Street.

2. 14,580ft, cable to Flinders Street in the city. This rope was extended to a total length of 24,150ft in January 1889 when this engine house served Swanston Street to the Queensberry Street terminus.
  - b. The Toorak engine house at the corner of Toorak Road and Chapel Street powered three cables:
    1. 17,640ft, westwards to the St. Kilda Road and Domain Road corner.
    2. 15,270ft, eastwards to the Toorak terminus at Irving Road.
    3. 22,110ft, southwards along Chapel Street to Carlisle Street.
  - c. The Wellington Street winding house near Marlton Crescent worked a single cable:
    1. 20,940ft, which powered the entire Windsor to St. Kilda Beach tramway.
- The car sheds for these services were located at St. Kilda Beach terminus in Acland Street near Barkly Street, at Prahran terminus at Carlisle Street, and adjacent to the Toorak winding house. This last named shed, which catered for the

Toorak line, was unusual in that it was not situated near a terminus.

### Swanston Street to Queensberry Street

Although St. Kilda Road cable tram passengers were able to obtain free transfer tickets to travel along Swanston Street north of the Flinders Street terminus, two changes had to be made to reach Queensberry Street until February 1890.

The cable route along the northern end of Swanston Street from Lonsdale Street to Queensberry Street opened for traffic on Monday, 15 October, 1888. The service along this section was provided by horse cars pending the threading of the cable in the conduit.<sup>33</sup>

Passengers on the new St. Kilda Road tramway travelling to Queensberry Street transferred to the Johnston Street Bridge cable trams for the journey along Swanston Street from Flinders Street to Lonsdale Street and then completed their northward trip in the horse tram.

From 20 January, 1889 cable trams replaced the horse cars on a shuttle service between Flinders Street and Queensberry Street. From that day the Bromby Street winding house cable along St. Kilda Road to Flinders Street was replaced by a

longer rope extending further along Swanston Street to Queensberry Street. This enabled the Johnston Street Bridge cable to be shortened to Lonsdale Street.

### Market Street Tramway

After investigating the economics of constructing the Port Melbourne and South Melbourne tramways for cable traction instead of horse haulage as originally planned, the Trust and Company decided in August 1887 to adopt the cable principle on these two routes for an additional cost of £200,000.

The construction of these two south-western routes had been delayed while construction of the new Queens or "Falls" Bridge at the foot of Market Street progressed.

Both lines commenced in Market Street at a dead end terminus at right angles to the Collins Street tramway. A common route was followed across The Falls Bridge (Queens Bridge) and along Queens Bridge Road to Clarendon Street. The South Melbourne route branched at that point and followed Clarendon, Park, Montague, Bridport Streets and Victoria Avenue to South Melbourne Beach.<sup>34</sup>



*A southwards bound tram moves along the Esplanade at St. Kilda Beach. The sign at the left illustrates one of the drawbacks of cable traction. It reads . . . "Tramcars will not stop in curves. Wait for them at white marks in straight track". The pull curves on the gently curving track of the Esplanade would not allow the grip man to drop the cable unless the passengers were willing to push the tram to the next "pick up" point.*

C. B. THOMAS COLLECTION



*The cross country Windsor to St. Kilda Beach tram is seen moving southwards along St. Kilda Esplanade in c.1905.*

V. SOLOMONS COLLECTION

The Port Melbourne line continued along City Road, Crookford, Bay and Beach Streets to terminate at Princes Street.

The engine house which powered the Market Street tramways stood at the corner of City Road and Cecil Street, one block from the main junction. This powered three cables:

1. 10,815ft, from Clarendon Street to Collins Street City.
2. 22,626ft, to South Melbourne Beach.
3. 16,794ft, to Port Melbourne terminus.

Car sheds were built near the corner of Victoria Avenue and Beaconsfield Parade at South Melbourne terminus and at the corner of Beach and Donaldson Street, two blocks from the Port Melbourne turn back.

By late February 1890 the South and Port Melbourne routes were nearing completion with the tracks on The Falls Bridge, near the winding house, as well as the railway crossings the only sections remaining.

By 16 June 1890 the press revealed that some difficulties were being experienced in track align-

ment but the South Melbourne line was able to open for public service on Tuesday, 17 June. This followed successful trials and an official inspection trip conducted on the previous day.

The Port line also opened on Tuesday, 17 June. Passengers on both routes were able to obtain free transfer tickets at no additional cost which permitted transfer to the Collins Street cars for Spencer or Swanston Streets.

### Northcote Tramway

The only cable tramway constructed in Melbourne independent of the Trust-M.T. & O. Coy. arrangements was the 2¼ mile route between Clifton Hill and Northcote. This line was virtually an end-on extension to the M.T. & O. Coy. Clifton Hill terminus. High Street was followed to the outer terminus at Dundas Street, Northcote.<sup>35</sup>

The tramway was constructed for the Clifton Hill to Northcote and Preston Tramway Company Ltd. for £90,000 at the peak of the land boom period. The directors of the company were businessmen fully involved in major financial speculations of that era.



The line opened on Tuesday, 18 February, 1890 from a temporary terminus on the Northcote side of Merri Creek Bridge. By the following month the tracks had been extended over the bridge, which had been widened to provide legal clearances, across the inner circle railway to an interchange at the M. T. & O. Coy. Clifton Hill tram terminus.

Although the Northcote line was built to Tramways Trust technology and specifications and the rolling stock was constructed at the M. T. & O. Coy. Nicholson Street workshops, the trams at that stage could not be worked through to Bourke Street along the M. T. & O. Coy. tramway. The conduit tunnels were shallower than the city routes and the grip shank of a shorter reach below the road level.

The winding house stood at the corner of High and Martin Streets and this powered a single cable:

1. 25,000ft, rope which served the entire line from Dundas Street to Clifton Hill.

The car shed was located adjacent to this engine house.

Due to the economic collapse and the resulting unemployment, the lack of traffic caused the closure of the Northcote tramway on 7 July, 1893 after the English, Scottish & Australian Chartered Bank foreclosed on the company.

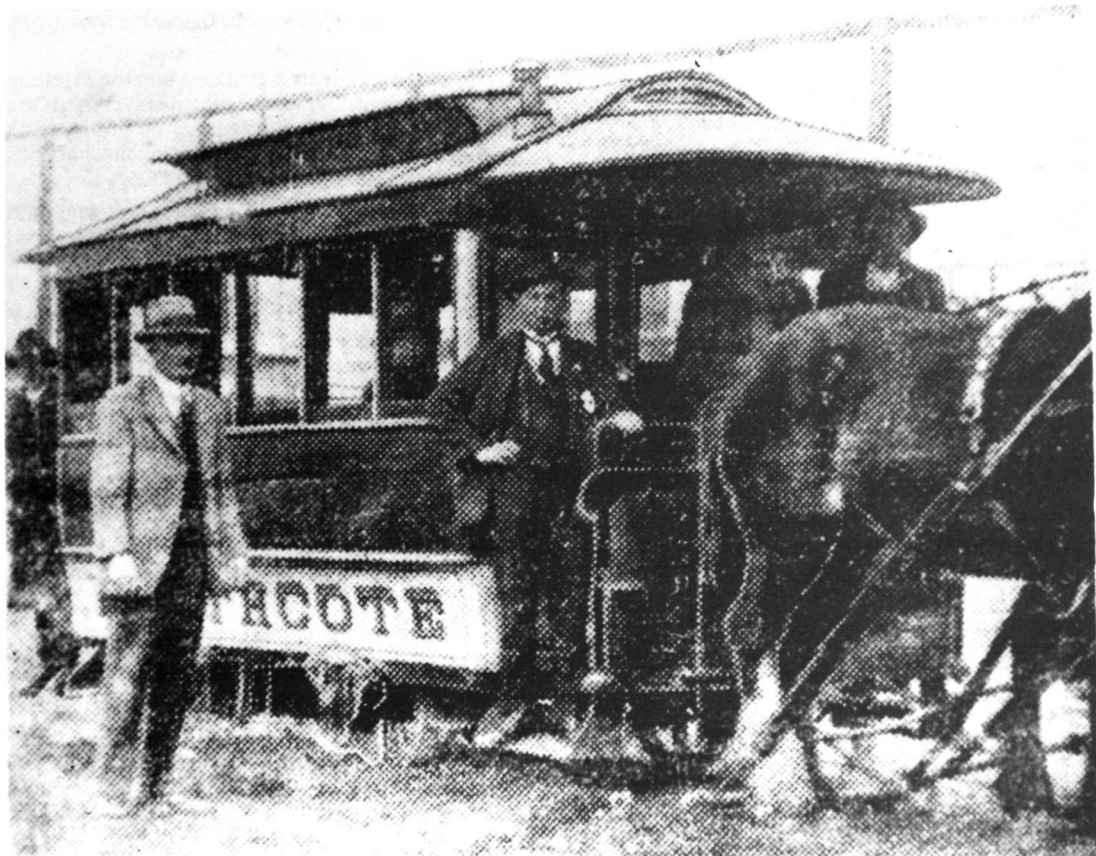
Mr. Patrick Kelly leased the undertaking and reopened it for traffic on 7 April, 1894. He worked the line with very little maintenance using worn cables from the M. T. & O. Coy.-Tramways Trust systems. The tramway again closed on 7 November, 1897.

During 1900 the Northcote Council purchased the tramway for £3,500 and after rebuilding the undertaking and strengthening the rolling stock with some former North Sydney saloon trailers, leased the facility to Dynan and Goldsworthy. This firm reopened the rebuilt tramway in March 1901. In September 1901 S. Dorum, a M. T. & O. Coy. inspector who had migrated from U.S.A. in 1885 to assist with the opening of the Richmond



*Port Melbourne terminus in Beach Street at Princes Street. In the foreground a grip car uncouples to run around the trailer while further along the street another tram approaches the terminus from the City. The Port Melbourne car shed can be seen above the man walking along the footpath near the band stand.. c.1915.*

K. MAGOR COLLECTION



*A short six-windowed trailer of the Northcote Council cable tramway being hauled by horses to a backyard destination for use as a shed. This view dates from 1920 when the M&MTB gained title to the tramway and replaced the rolling stock with standard Melbourne units.*

C. B. THOMAS COLLECTION

tramway, took over the operating lease on a seven year agreement at £250 p.a. Messrs. Thomas and Meakin were awarded the next 7 year lease, this time at a rental of £1,560 p.a. Mr. Meakin was an engine operator from the Johnston Street winding house.

The Northcote tramway operated so profitably that the Northcote Council decided to work the service itself from 30 June, 1916.

### Connections

#### Swanston Street Through Working

The first major traffic change on the cable tramway occurred on Sunday, 23 February, 1890 when the Swanston Street trams were through routed with the St. Kilda Road services.

The Toorak trams were extended northwards to terminate at the corner of Queensberry and Madeline (Swanston Street North) Streets. The

St. Kilda cars travelled through to North Carlton while the Prahran trams ran to Johnston Street Bridge, Collingwood.<sup>36</sup>

Passengers were able to ride right through the city, but northwards bound passengers had to pay a second fare after passing the Swanston and Lonsdale Street corner while southbound passengers paid again south of Flinders Street. The section of Swanston Street between Lonsdale and Flinders Streets therefore formed an overlapping section area. Toorak passengers were able to travel through the city to the Queensberry Street terminus on a single fare and passengers from the other St. Kilda Road routes were permitted a free transfer to reach Queensberry Street.

#### Market and Collins Streets Curve

At their meeting of 16 October, 1891 the Tramways Trust members discussed the possibility of constructing connecting curves from

Market Street into Collins Street to enable the North Fitzroy trams to run through to South Melbourne. The M. T. & O. Coy. wanted to increase the number of tramcars on Collins Street and it was proposed to divert about two thirds of the Spencer Street Station trams to the southside suburbs.<sup>37</sup>

The Melbourne and Fitzroy councils were against this proposal at first as the aldermen felt that through running would disturb established travel and shopping patterns. The councils eventually approved this connection when the M. T. & O. Coy. agreed to retain the Spencer Street turnback as the regular terminus for the Victoria Street and some North Fitzroy cars.

The Market to Collins Street connection curve, powered by an auxiliary cable, was completed for through running of the South Melbourne trams to North Fitzroy from Sunday, 30 April, 1892. The Port Melbourne trams continued to terminate in Market Street at Flinders Lane while the Victoria Street cars used Spencer Street Station as the terminus.

An early Melbourne and Metropolitan Board of Works drawing of the Collins and Market Streets intersection shows, in addition to this 1892 double track connection curve a disconnected single track curve from the "up" Market Street track to the "up" Collins Street line rounding the south-western corner of the intersection. This may have been provided as an emergency physical connection in 1890 between the Market and Collins Street systems, only to be disconnected when the double track curves were commissioned in April 1892.

Under this new arrangement passengers from South Melbourne could continue their journey across town as far as Spring Street before paying a second fare. North Fitzroy passengers were permitted as far as Flinders Street in the reverse direction. Free transfer tickets were available for Collins Street passengers in the Flinders, Spencer and Spring Streets area.

On 30 April, 1892 free transfer arrangements were also introduced for passengers transferring between services at the corner of Brunswick and



*A south bound Prahran tram sets down passengers in Chapel Street at Prahran Town Hall near King Street, at 4.25 p.m. on a summer afternoon, c.1905.*

C. B. THOMAS COLLECTION





*A policeman as well as a tramway signalman controls the intersection of Collins and Elizabeth Streets. c. 1910. A Victoria Bridge tram climbs Collins Street to the Spencer Street City terminus while trailer No.347 (?) from West Melbourne has one more block to traverse before reaching its terminus at Flinders Street Station.*

C. B. THOMAS COLLECTION

Johnston Streets on the North Fitzroy and Collingwood (Johnston Street Bridge) routes.<sup>38</sup>

This through running between South Melbourne and North Fitzroy lasted a little over one year when on Saturday, 13 May, 1893 in the midst of the economic depression, the North Fitzroy trams were diverted back to the Spencer Street terminus. This was done in the interests of economy. The South Melbourne trams did not revert back to the original Market Street terminus but continued along Collins Street to a turn back crossover in Macarthur Street. The Port Melbourne cars were also extended along Collins Street to this crossover.<sup>39</sup>

From 13 May, 1893 Collins Street was served by four cross city cable tram routes; Victoria Bridge, North Fitzroy, South Melbourne and Port Melbourne,

#### St. Kilda Junction Curve

On Saturday, 18 December, 1897 double connecting curves were installed between the St.

Kilda Esplanade service and the Brighton Road tramway at St. Kilda Junction came into use. This section was also powered with an auxiliary cable.<sup>40</sup>

From that day the St. Kilda Esplanade service was diverted through the City to North Carlton while the St. Kilda (Brighton Road) route terminated at the northern end of Swanston Street at Queensberry Street. The Prahran trams continued to work through to Johnston Street Bridge while the Toorak cars shared the Queensberry Road terminus with the Brighton Road line.

Seven months later, on 9 July, 1898 the Brighton Road trams became a feeder service to the cable route between the City and St. Kilda Beach by turning back at St. Kilda Junction. This caused so much protest, especially as the tram connections were not co-ordinated at St. Kilda Junction, that Mr. Clapp of the M. T. & O. Coy. finally agreed to reintroduce the through City to Brighton Road service from Saturday, 30 July, 1898.<sup>41</sup>

The North Carlton trailer cars at that stage carried a roof mounted side flap destination board which indicated whether the tram was bound for St. Kilda Beach or Brighton Road.

The cable system completed in 1891 remained as the major urban carrier for the next 15 years. This long period of inactivity as far as expansion was concerned was brought about by the financial depression as well as a general lack of traffic or settlement beyond the tramway area.<sup>42</sup>

Feeder horse services had been established to the Zoo, Kew and Auburn by the M. T. & O. Coy. while a private undertaking operated an additional horse tramway to Coburg from the Brunswick cable terminus.

When the next wave of tramway expansion occurred after 1906, electric trams were used beyond the cable traction areas.

## REFERENCES

24. "Argus" 13-1-1885, p.9; 16-10-1888, p.9; 21-2-1890, p.5; 24-2-1890, p.5.
25. "Argus" 22-12-1887, p.7.
26. "The Melbourne Cable Tram Network", A. Twentymann. "Trolley Wire" Oct. 1975, p.9.
27. "Argus" 26-11-1887, p.11; 20-11-1888, p.8.
28. "Age" 13-1-1887.  
"Argus" 30-8-1887, p.5.
29. "Argus" 6-8-1887, p.11; 26-10-1888, p.9.
30. "Argus" 11-10-1888, p.9; 26-10-1888, p.9; 14-10-1891, p.10.
31. "Age" 15-10-1888, p.9.  
"Argus" 15-2-1889, p.5; 11-10-1888, p.9.
32. "Argus" 27-3-1890, p.7.  
"Age" 25-1-1889, p.5; 19-4-1890, p.12.
33. "Argus" 16-10-1888, p.9.  
Press reports have not yet been located concerning the extension of the cable worked service to Queensberry Street on 20-1-1889. This is based on a report that the Bromby Street cable was extended from Flinders Street to Queensberry on that day.
34. "Argus" 11-8-1887, p.5; 14-6-1890, p.9; 21-6-1890, p.9; 16-6-1890, p.5; 27-2-1890, p.7.
35. "Electric Traction" Sept. 1952, p.3.  
"A Municipal Cable Tramway — Northcote City Council", A. Anderson, E. Mainka, "Electric Traction", July 1952, p.3.
36. "Argus" 21-2-1890, p.5; 24-2-1890, p.5.  
"Age" 21-2-1890, p.5.
37. "Argus" 4-7-1891, p.12; 17-10-1891, p.9; 20-10-1891, p.5.
38. "Argus" 30-4-1892, p.5.
39. "Argus" 13-5-1893.
40. "Age" 20-12-1897.
41. "Argus" 15-7-1898, p.6; 14-7-1898, p.6; 19-7-1898, p.7; 22-7-1898, p.7; 27-7-1898, p.7; 28-7-1898, p.7; 28-7-1898, p.4.
42. "Argus" 27-3-1890, p.7.

# HERE AND THERE

## NEWS ITEMS OF INTEREST FROM ALL OVER

### Transport Museum for Geelong

A new museum, to be known as "Transport Australia", is to be set up in the old Dalgety Woolstore in Geelong at a cost of around \$16 million. The original site of the museum, the Elders Warehouse, was rejected in favour of Dalgety's because the latter building was located closer to the central business district, near the railway station, was architecturally better suited to the development and was more structurally suited.

The Victorian Tourist Commission has chosen the theme "Tyranny of Distance" to complement the displays to be housed in the museum and the interior design, format and opening of the museum, billed as Australia's largest transport museum, will be decided by December.

The theme of "Tyranny of Distance" was chosen because of the vastness of the Australian continent and its isolation and consequent complex transport routes to other parts of the world.

Exhibitions in the museum would comprise all aspects of transport from land, sea and air, with special emphasis being made to the diversity of Australia's transport system.

On the basis that the truest transport museum is one in which the vehicles remain in service, a collection of trams will run along the pier, to the station, and even along the waterfront to Eastern Beach.

The atrium section of the museum will be set aside for vintage trade exhibitions, as well as

speciality displays of particular makes of car, staged by clubs and run by volunteers.

A first class restaurant and a general cafeteria will be housed in the museum, and a tram would be converted into a coffee bar or a drink outlet.

It is expected that the museum could attract up to 350,000 people annually to Geelong.

### Rockhampton News

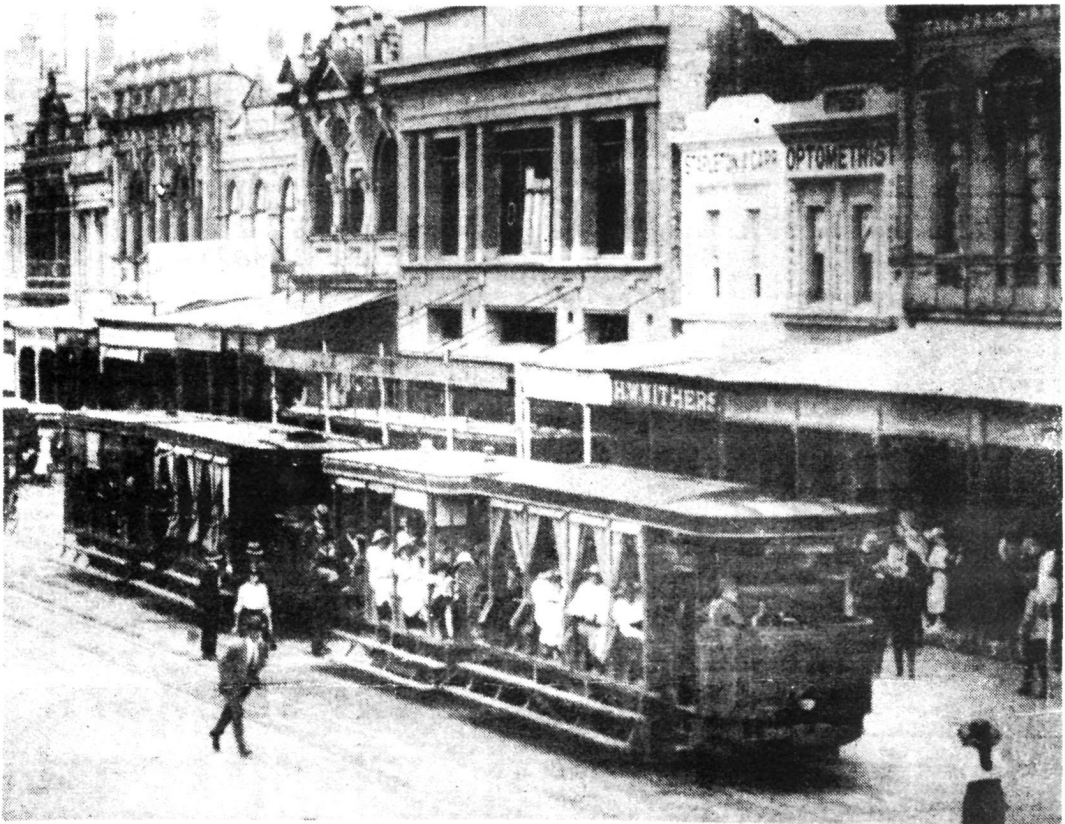
During September the Rockhampton newspaper "*The Morning Bulletin*" announced that it would contribute \$20,000 towards the restoration of the Purrey steam tram which should be ready to take to the streets again in 1988 after an absence of 49 years. This newspaper has been very supportive of the project, providing major illustrated editorial support over the last two years, so this contribution of funds is very much appreciated by the Rockhampton City Council Steam Tram Sub-Committee.

By September the manufacture of a new underframe-chassis for rebuilt car No 1 was well advanced in the City Council bus workshops.

Boilermaker Russell Walsh has been using ½" diameter rivets to assemble the visible metal components. TAFE students from Rockhampton Technical College have been assisting in this restoration stage for experience in hot riveting techniques is no longer readily available.

The steam tram committee was faced with a problem in finding suitable 33" diameter wheels for the steam power car. The Melbourne Tramway's source of these size units was exhausted, but the Sydney Tramway Museum was willing to make two wheel sets available. Sydney Tramway Museum member and SRA Souvenir Shop manager Michael Balk conducted a search through railway reclamation stores stock, however, and during late October Mr Doug Press, the Rockhampton City Council transport manager, was to visit Clyde to see if the SRA sets were suitable.

The tram wheels are fairly exposed and while disc wheels were possibly available in Queensland, the original items were of the spoked variety which caused the search to be made in NSW and Victoria. Suitable wheels are available on the trailer chassis retrieved in 1974 from Port Alma,



Two steam trams with trailers in East Street, Rockhampton in 1923.

"MORNING BULLETIN" CLIPPING



but replacements for these would be required later should these be transferred to the power car.

The entire restoration project is expected to cost \$100,000. Fortunately local firms and institutions are assisting with generous donations in money and materials. During September the Rockhampton TAFE was constructing the main body uprights in new materials using original components as patterns, while West Rockhampton Hardware had supplied timber for the main floor framework and Earle Paints were donating primer paint.

Considerations are now being made concerning a permanent operating location in the City area. In the meantime the wheels will be prepared to railway contours and initial public display will most probably be in the Archer Park Railway Station Museum from which location access to the street tracks of the Queensland Railways along Denison Street will be available.

### Victor Harbor to Granite Island Tramway

We were pleased to report in the October 1985 issue of "TW" that the way is now clear for the return of horse tram operation between Victor Harbor and Granite Island on the SE tourist coast of South Australia.

The Victor Harbor to Granite Island tramway opened in 1875 along a causeway and bridge to provide access for the Strathalbyn-Goolwa-Port Elliot-Victor Harbor horse hauled trains to a safer harbour than that provided by the installations at Port Elliot.

This isolated rail network was connected through to Adelaide in 1884 and steam haulage replaced horse traction in April 1885.

During 1894 a tourist horse tram service was introduced by the South Australian Railways between Victor Harbor Station and Granite Island using double decker tramcars from the fleet used on the Gawler and Moonta town lines. This

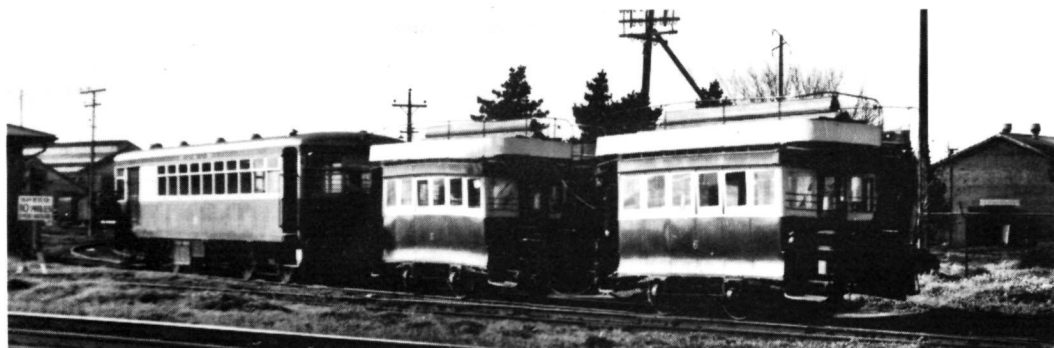
service continued until the summer of 1954-5 when the SAR sold the two remaining cars for \$20 each. The kiosk proprietor purchased one of these trams and operated a truncated service for the last time during the following summer.

The closure of this tourist service was brought about by the need for extensive repairs to the 2,066 metre long timber bridge-jetty linking the termini. The South Australian Government of that day did not see any justification for replacing the 5ft 3in gauge rails on the rebuilt structure. Since then tourists have been hauled out to the island on a pseudo steam outlined diesel tractor hauling a rubber tyred mounted carnival like train.

In September 1984 the proposal to reinstate the horse tramway was released in the Adelaide Press ("Advertiser" 16-9-84) as a South Australian Sesqui Centenary (1836-1986) project expected to cost \$170,000. The Minister for Marine, Mr Abbott in supporting the scheme, stated that broad gauge rails would be laid on the decking without causing interference to pedestrians and essential vehicle traffic. The financial success of the undertaking is promising as over 500,000 people use the causeway to reach the island each year.

The organising group investigated the possibility of using former Melbourne cable tram trailers as double deck horse cars on the new tramway. These Melbourne trailers are identical to the Stephenson tramcars used by the SAR on the Gawler Town line in 1879. Unsubstantiated news was later received, however, that two or three former Adelaide double decker horse cars had been found in various backyards and it was felt that the restoration of these vehicles for the Victor Harbor line would be more fitting.

The promoters and the South Australian Government, as well as the State Sesqui Centenary Committee, are congratulated in reaching the decision to restore this example of Australian Heritage after an absence of 30 years.



*South Australian Railways Brill 55 class railcar No 9 arriving at Islington Railway Workshops with Victor Harbor horsecars 5 and 6 in tow. 5 August, 1954.*

D. A. COLQUHOUN

# BALLARAT . . .



## Ballarat Tramway Preservation Society

### Annual General Meeting

The A.G.M. was held at the depot on Sunday, 13 October, 1985. Elections were held for the position of Secretary and for the six ordinary Board Members; the other officebearers being elected unopposed. The new Board is as follows:

President: F. Hanrahan

Vice-President (Ballarat): L. Doull

Vice-President (Melbourne): P. Winspur

Secretary: R. Gilbert

Treasurer: C. Dean

Ordinary Board Members: A. Bradley, S. Butler,  
P. McDonald, A. Mitchell, H. Stoney,  
G. Wood.

### Horse Tram

During the Annual General Meeting it was announced that the Society had reached agree-

ment with the owner for the acquisition of the last Ballarat horse tram body.

Horse tram No 1 was built in 1887 as an open top double-deck car seating 44. Following electrification of the Ballarat Tramways in 1905 it was used as a trailer behind the electric trams until the late 1920's. The body was sold and has been stored on a Ballarat property for over 50 years.

The body is in sound condition and the number is still visible on one side of the saloon. There are no end platforms, stairs, seats or top deck fittings, but saloon doors, windows and shutters still exist. The Society has a Melbourne cable tram truck, found near Ararat earlier this year, on which to place the horse car body. It is hoped to move the body to the Society's depot before the end of 1985.



*Restored Ballarat car 27. This side view by Dave Macartney was taken on the approach track to the depot.*

## ST. KILDA . . .

## Australian Electric Transport Museum



## Toastrack 42

After lengthy delays it is now pleasing to report that good progress is being made on the restoration of B type tram 42. The American Oak crossbench seats and upright pillars have now arrived from the cabinet maker. The pillars and cast iron seat ends have been installed, while the crossbench seats are now being fitted. The tram has been in a skelton form since its A2 type configuration saloon was dismantled when restoration began in 1979. Now it is beginning to look much more like a toastrack car.

The air system has been connected, and a brake cylinder and air receiver have been fitted.

## Dropcentre 264

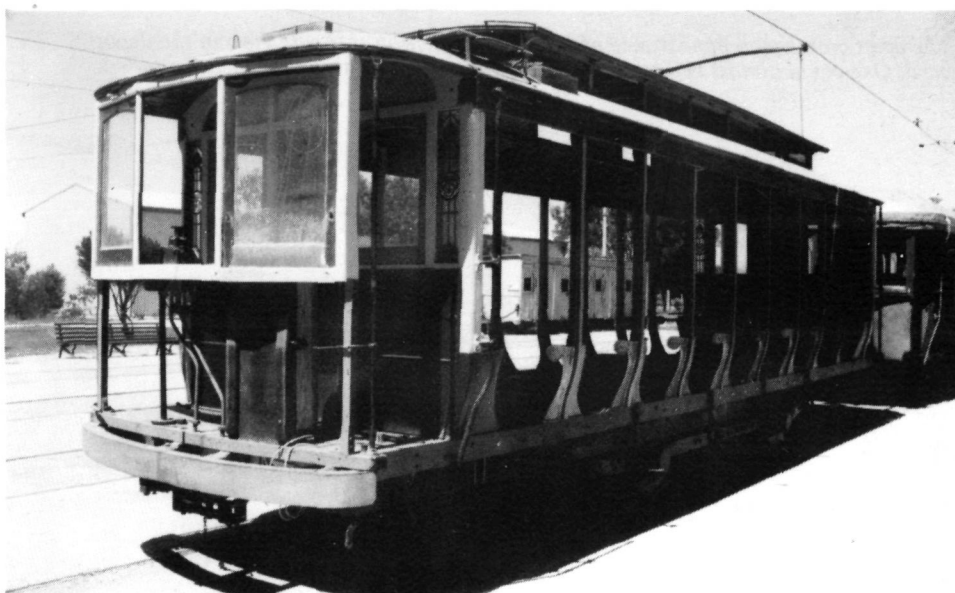
Jim Burke has finished laminating and fitting one fascia board above one of the motorman's windows. The car's air receivers have also been reinstalled. An interesting experiemnt was conducted recently when it was decided to try and fit a Melbourne W2 saloon seat (ex works car 354) in

the Adelaide dropcentre saloon. Not only was it an almost exact fit, but the peg-hole pattern of the original W2 plywood seat is also very similar to many of the Adelaide F1 type car plywood seats. The W2 seat had been recovered by the M&MTB with foam rubber and vinyl upholstery. If the restoration of suitable Adelaide dropcentre seats for installation in car 264 becomes a problem, we can always borrow from a W2!

## A Bullet in Car 42?

What has an American Civil War era bullet got to do with Car 42? Quite a lot, apparently. It seems that our cabinet maker, Ron Bowden broke his tungsten tip saw blade on such a bullet when sawing the American Oak timber for use in the restoration of car 42.

Intrigued by his find, Ron handed the bullet to South Australian Police ballistics experts for identification. They were able to ascertain from its markings that it is a type in use during the Civil War era, making it at least 120 years old. Who



*Car 42 in the depot yard showing the new American Oak pillars and cast iron seat ends. New aprons will also be installed.*

PAUL SHILLABEER

knows, maybe the oak came from the scene of a major battle? The bullet had penetrated some distance into the tree and large black stains can be found in the timber — a result of the sap running following the penetration of the bullet. Ron has to recolour a 30cm stain on one of the upright pillars made for car 42.

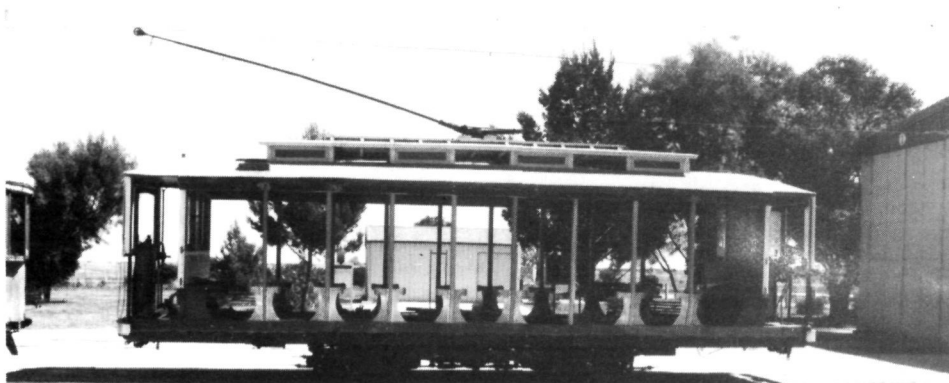
Also found in the timber was some 100 year old buckshot and an old fencing staple. It seems our efforts to re-create 77 year old Adelaide history have unearthed 120 year relics of American history!

### Other News

Car 111 broke a segment of a resistance box recently and a replacement segment was found and installed.

John Radcliffe has reinstalled the tramway beacon near the entrance shed following repairs and a repaint.

Ron Jenkins has carried out preliminary work in the new overhead stores shed in readiness for a concrete floor.



*The open crossbench appearance of car 42 is evident in this side view in the depot yard. One could almost believe that the crossbench seats have in fact been installed.*

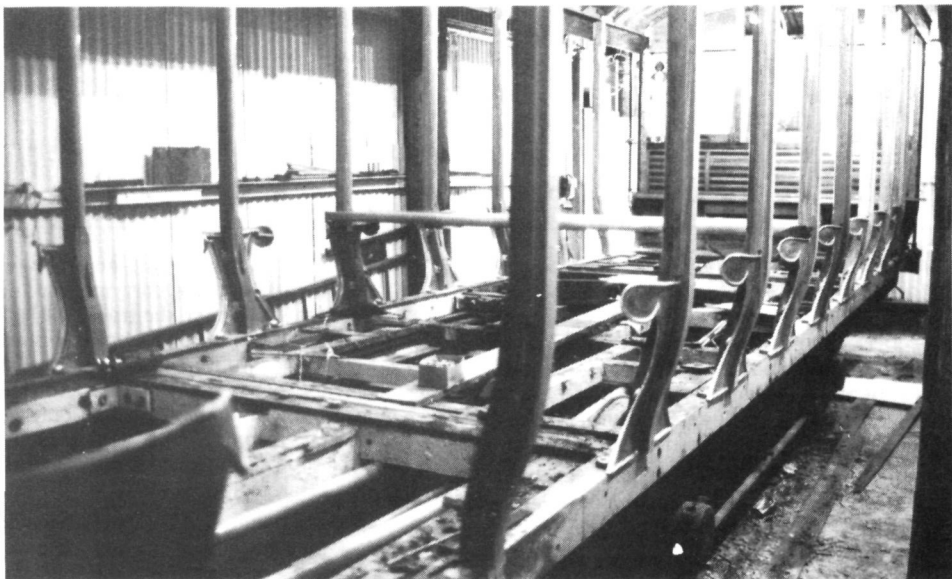
PAUL SHILLABEER



*Three single truckers at St. Kilda. Toastrack B42 is in front, followed by C186 (to be restored) and Ballarat 21 ex Adelaide A10.*

PAUL SHILLABEER





*Crossbench seats and upright pillars are at last being installed in B type toastrack car 42. A new floor will also be fitted.*

PAUL SHILLABEER

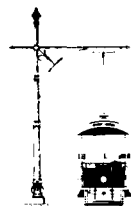


*Cars 1 and 192 in the new display shed.*

P. SHILLABEER

# LOFTUS . . .

## South Pacific Electric Railway



### Old Site

Ben Parle is continuing to carry out the ongoing task of keeping the area around the depot yard, car park and side (per-way) yard neat and tidy and to assist him in this task, efforts are being made to move many of the various large items which we have collected over the years and either move them to the new site, or take them to the tip.

Attention was given to the points at the depot junction (Point McCarthy) and major repairs were carried out on 28 September.

Bill Parkinson has been putting the finishing touches to the body restoration of L/P 154 and this has now been virtually completed. Under the tender loving care of Bill LaCrosse, the repainting of the car is well under way and it is beginning to look like a tram again. When originally re-painted in the pre-1933 (or Newcastle) colour scheme, we relied heavily on members' memories in regard to the application of the rather complex colour application to various parts. However, in this instance, with Bill's knowledge and assistance, the colour scheme will be correctly applied. Bill has been ably assisted in the repainting by Doug Greenwald, Bill Parkinson and Vic Solomons and it is expected that 154 will be back in action in time for the annual Members' Open Day on 7 December.

Richard Youl and Bill Parkinson have been busily giving our traffic cars some much needed mechanical attention, which has resulted in the cars now performing exceptionally well. Many minor defects, which had been attributed to the age of the cars, have recently been rectified and Brisbane 180, in particular, is now performing much better. It is pleasing to see new members becoming involved in tramcar maintenance and we would like to thank Daniel Finch for his recent efforts and enthusiasm. Ian Saxon has also ably assisted Bill and Richard in this area.

Santa Claus came early this year and delivered several brand new overhead frog pans to the old site. These were badly needed to replace several pans which had long passed the condemning stage and they were eagerly erected by Richard Youl and his assistants who, at the same time, retensioned and aligned the depot yard wiring which had been causing dewirements for some time.

We should point out at this stage that although we may be operating at the old site for only a short

time longer, we will not be following Sydney tramway practice by carrying out major track relays and concreting the track! Although a reply has been sent to the National Parks and Wildlife Service in regard to our occupancy of the old site, no response has been received to date and this matter is still to be clarified but we have an obligation to comply with the request to vacate the site as soon as possible and everything is being done in this regard.

The old pan toilets have now been demolished, following cessation of the service and a portable type toilet is now located in the substation yard for the benefit of members and visitors.

### New Site

The majority of work carried out recently has been directed toward the completion of the three way point and this project is now finally nearing the final stage. All check rails have now been fitted to the track connecting Road 1 and all rail joints have been welded. Tie bars have also been welded to the rails and the track has been levelled and formwork erected in preparation for the pouring of concrete, which will complete the job.

The diamond crossing at the intersection of the curved leg of the triangle running down Cross Street and the track leading to Road 4 and the traverser, is virtually complete and the next task will be the concreting of the facing points leading from the future Up line in Tramway Street, to the triangle in Cross Street and the installation of check rails on the triangle.

These projects could be completed by the end of November, which will enable work to progress on the laying of ordinary trackwork throughout the site. With greater assistance from members, sufficient track could be laid to enable electric trials at the new site to commence by the end of February next year, to coincide with the 25th anniversary of the closure of the Sydney tramway system.

Further work on the drainage system has resulted in most of the pipes being laid and the construction of the sumps. The various open trenches should finally be filled in by the end of November.

Following months of painstaking behind the scenes work and planning, together with negotiations with outside organisations, the Society



*These two photos by Vic Solomons show concreting work being carried out on Road 1 at the new depot on 12 October, 1985 (above) and on Roads 2 and 3 pointwork during August. The proximity of the new site to public transport can be gauged by the glimpses of Loftus Railway Station in the background.*



lodged an application for a Community Employment Program (C.E.P.) grant which, if approved, will result in the construction of our new main line from Pitt Street to Sutherland. The application was backed and recommended by the Sutherland Shire Council. Although the original plan was for Stage 1 of the main line to terminate at the old railway substation, it is now likely that the completion of Stage 1 will see our tramway terminating outside the old Tramway offices in the main street of Sutherland! Our thanks are extended to Dale Budd, David Rawlings and Don Campbell for compiling our submission for the C.E.P. grant.

We also extend thanks to our new site workforce, for their efforts at the site, while on the subject of thanking people. Theirs has, to date, been a thankless task, so our thanks are extended to Wayne Armitage, Mike Giddey, Bill Denham, Bob Cowing, Stuart Keenan, Dick Jones, Derek Butler, Ian Saxon, Richard Clarke and Charlie Bracken, who travelled down from Brisbane to lend a hand. Our apologies to anyone we may have missed.

For a number of reasons, the concreting of the track on Road 1 was brought forward to Saturday, 12 October and this was fortunately completed prior to rain setting in at about 1.0 pm.

With the completion of this work, the trackage in front of the shed, Roads 1, 2 and 3, will be filled to rail level and levelled, once the formwork is removed and this will permit easier access to the shed by the buses, until such time as more trams are transferred.

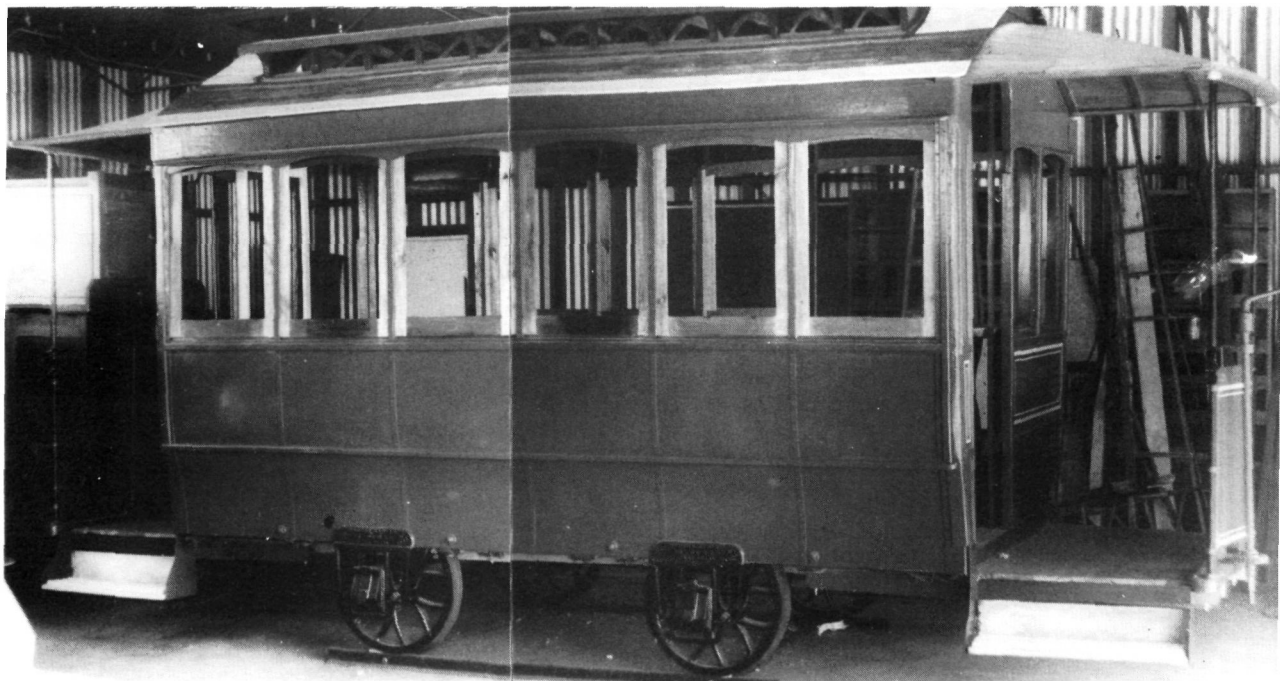
It will also enable the Society to retrieve the Melbourne No. 9 trucks, which are underneath the ABV body, for despatch to the Tramway Historical Society, Christchurch, New Zealand, along with other items which had been stored for them.

### Cable Trailer No 23

By late August work targets on the restoration of this cable tram had been achieved with the completion of the roof construction task and the fitting of end platform steps. Due to the way in which the roof components had been "butchered" over the years this part of the project proved to be the most difficult and time consuming of the entire exercise.

Throughout September and October sixteen window frames were made from 10mm thick timber and fitted into position. Unfortunately no window frame components were received with the pile of parts which arrived at the start of 1984.

During November the end bulk head internal false walls in which the saloon end doors slide were



*The King Street cable trailer at Warrawong High School during October. The steps, window frames and brake handles have been fitted since the last photo was taken in July.*

K. MCCARTHY



prepared and fitted into place and the edge beading and contour brackets for the saloon seat backs fitted into position.

In addition the detailed side panel striping was applied during November giving the sombre brown livery common to Sydney tramcars of the 1890's some relief. At the same time metal hand rails, fabricated in the metalwork shops of Warrawong High School, were fitted into place.

It was proposed to carry out the final finishing touches during the December-January vacation, but during late October the Organising Committee of the Wollongong-Port Kembla "Electro Fest" festival requested that the tram be placed in the parade on 14 December to mark the opening of the Sydney to Port Kembla electrification.

This opportunity has presented some problems. In order for the tramcar to clear the roller door of the building in which it has been housed over the last two years the wheels have to be removed and the body rolled out on pipes. When these wheels are refitted on the concrete skirt outside the building the tram can then be rolled onto a bogie road trailer.

Rather than repeat this process again it is planned to return the tram to Loftus where seat slats, clerestory window frames, couplings, window glass and roof canvas can be installed at leisure.

## **Trolleybus No 19**

Slowly but surely, our ex-Kogarah trolleybus No 19 is taking shape at the State Rail Authority's Apprentice Training College, Chullora. Dennis O'Brien has been monitoring the progress of this rare vehicle from the outset and has been badgering various people for parts for several years, not only here, but overseas as well. His persistence has paid off for the Society and we now have all the necessary parts to restore the vehicle completely.

The latest report on progress is best told in Dennis' own words:

"22 into 19? In maths it won't go but in the case of our trolleybus, it does.

"The Apprentice Training College has been busy in the last few weeks on the trolleybus project, with the fitting of the top deck to the existing bottom deck section. The top deck, which was originally fitted to trolleybus No 22, has been rebuilt using parts from Nos 13, 14 and 19 and has been lifted onto the lower deck for a trial fitting. This has revealed a few minor problems and after the necessary adjustments, it will be removed to enable the top deck flooring to be fitted.

"Our 'agents' in New Zealand, Bob Casey and Peter Rendell, have been of great assistance in locating a Power On Indicator, which now

completes our collection of the electrical components required for the project.

"The electric motor, which was obtained from Launceston about five years ago, has been re-insulated and now requires the fitting of only one bearing prior to assembly.

"The differential obtained from Cardiff (Wales) will be delivered to the College shortly for fitting.

"The 'spider', which is the equipment fitted to the roof on which the two trolley bases are mounted, has been cleaned and repaired and will soon be fitted to the top deck. This item was obtained by chance, many years ago, by Laurie Gordon and was originally fitted to No 20.

"On the last night of trolleybus operation, one of our former members acquired a trolley retriever pole and this quite lengthy souvenir was carried home after its previous owner, No 14, was locked away in Ritchie Street Depot for the last time. This item has since been donated to the Society for use on No 19.

"A trolley pole (booms on trolleybuses) hook was recently retrieved from the top deck (number unknown) of a trolleybus at Manly Lagoon and after sandblasting and fitting of new leather, it was sent to the College to be fitted to the top deck when required.

"Our good friends in Tasmania recently came to our assistance by locating some arc chutes, which were required by our electrical fitter, for No 19. Unfortunately, when attempts were made to fit them, they were found to be the wrong type but we extend our thanks to them for their assistance.

"Finally, we would like to thank the staff at the Apprentice Training College for their valuable assistance to the Society with this project."

Thanks are also due to Dennis for his persistence in the project.

## **Outside Activities**

The Society participated in the Springwood Fair on 28 September and the Marrickville Carnivale Fete on 29 September by manning a sales stand and publicity display. Unfortunately, financial results from these venues were not good but they were at least successful as a public relations exercise.

More successful was the annual AMRA Model Railway Exhibition at Liverpool over the Labour Day weekend 5-7 October. Our sales stand and display was once again in operation, this year being augmented by a video display which was screened continuously on equipment provided by Don Campbell.

## **Purchase of Truck**

The Society is to purchase a small tip truck from

our regular earth moving "contractor", Alex Cannini. This vehicle is in reasonable condition and will result in a considerable saving in truck hire while construction work is in progress at the new site.

### Acquisition of Span Poles

The amount of \$4,000 was recently allocated for the purchase of a number of new span poles (about 20) for the new electrification work but thanks to information provided by a meber, who usually prefers to remain anonymous, we may be able to obtain sufficient good second hand poles from another source, which should yield about 50-60 poles of suitable length.

These poles should become available over the next two to six months, in sufficient time and quantity to keep pace with our electrification programme and it is possible that our plans to have trams running under power at the new site in time for the 25th anniversary of the closure of the Sydney tramways will be realised.

*The first overhead pole was erected at the new site on 9 November, 1985.*

BOB COWING



## WHITEMAN PARK . . .

### Perth Electric Tramway Society



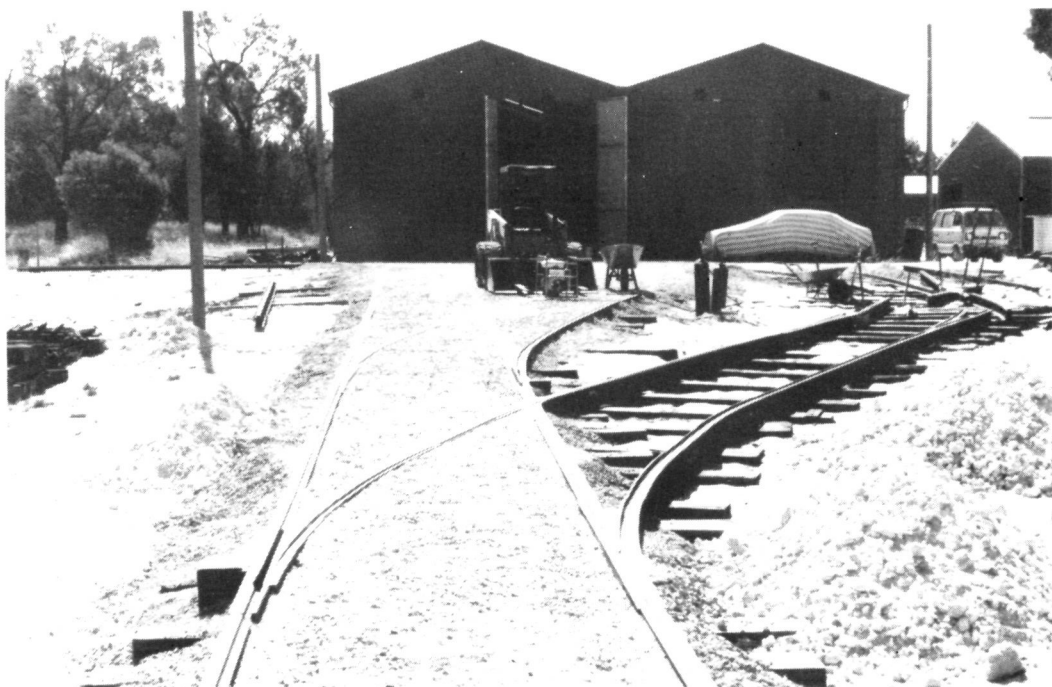
A phone call from Perth revealed that the first electric operation at Whiteman Park occurred during the afternoon of 4 November, 1985. W2 368 was the first tramcar to operate under its own power on the Whiteman Park Tramway.

The official opening of the Tramway is to take place on Saturday, 30 November, 1985. It is hoped to present a full report on these exciting events in the next issue of this magazine.

Terminus for initial operation will be at this point (marked by the two wooden poles). The operating line runs into the tress in the background and up towards the carbarn. The line in the foreground curves off in an easterly direction, runs through the craft village and on to Central.

JOHN SHAW





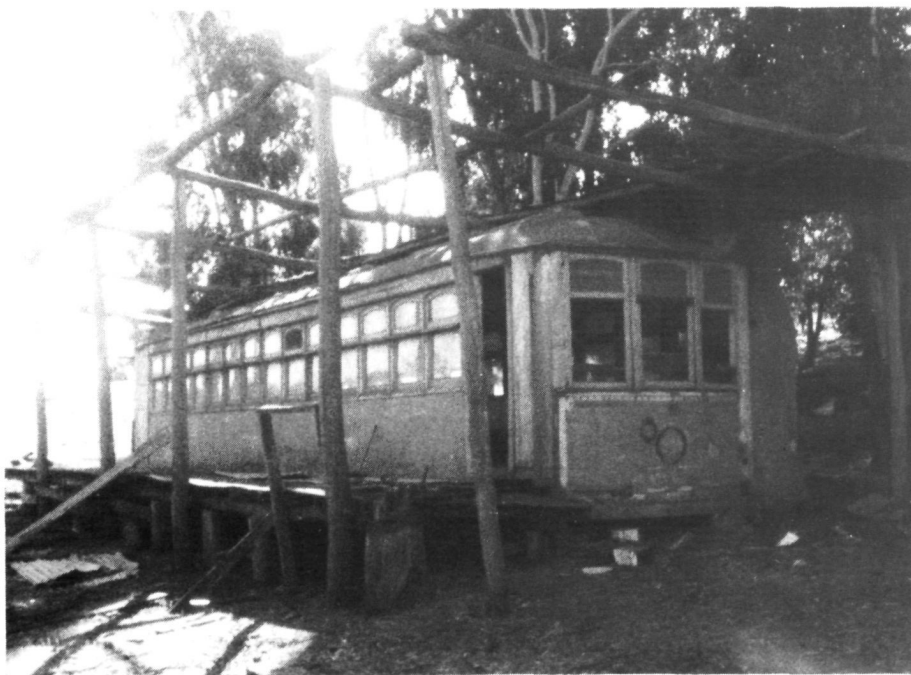
*Looking towards the depot from the main line during September 1984. At this stage work was still progressing on Roads 3 and 4.*

JOHN SHAW



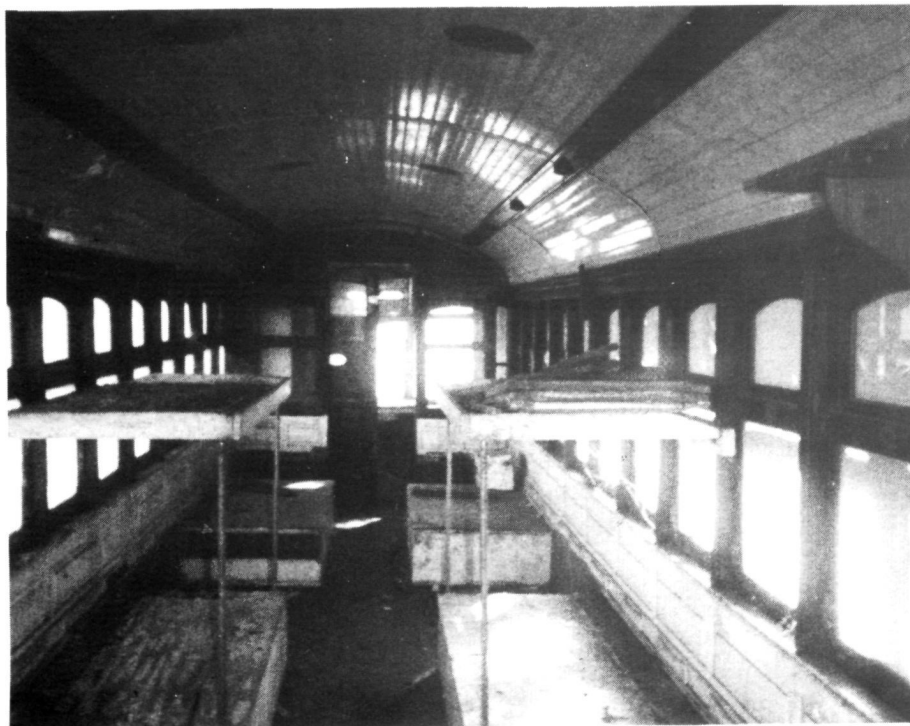
*This section of track has been relocated to run to a position near the left side of the picture to eliminate three sharp bends. September 1984.*

JOHN SHAW



*E class car 67 residing under cover in the south-west during May 1985. The partly dismantled roof cover has been replaced to await collection of the body by PETS.*

R. PEARCE



*The interior of Perth E 67 which has been donated to the PETS.*

R. PEARCE



## ALBION PARK



### Illawarra Light Railway Museum Society

#### Community Employment Project

After being extended by two weeks, this much welcomed scheme concluded during early September. During the six months in which the labourers and tradesmen were employed the following major tasks were carried out:

1. Erection of the three road 18m × 12m rolling stock building.
2. Construction and erection of the framework for the 18m × 6m machine shop.
3. Construction of major components for the two locomotives undergoing fabrication.
4. Fabrication of metal shelving and spare parts bins for the workshop.
5. General boilermaking-welding-fabrication work on rolling stock.
6. Manufacture of steam pipes for the new station-ary engine display area.
7. Fabrication of the major framework components for a 5m × 18m extension of the rolling stock shed to cover two further tracks.

The C.E.P. grant accelerated museum progress by about five years!

#### Lineside Activities

During mid June the brickwork for the large public toilet block and showers was completed. This was carried out by the pre-apprenticeship students from the local TAFE college. The security gates and PC items for this project are on hand, but the return of TAFE students from the building courses is awaited for the roof to be completed.

The facilities can not be brought into use until the Albion Park sewer pumping station is completed early in 1986.

In early November the Albion Park Apex Club members were busy constructing a 4m × 6m concrete pad on which the 18 lever Otford signal box is to be erected. On the weekend of 9/10 November Apex Club members constructed a 1.2m high brick wall onto which the signal box will be located, giving adequate underfloor space for the point rodding and signal cables. The delivery of this structure was expected in mid November.

On 9 May a large two post junction signal and sets of block instruments arrived from Queensland. During August the lattice signal mast was strengthened by the C.E.P. boilermaker and the

unit is now ready for positioning on the museum railway. The signal box will control a mixture of Queensland Railway, NSWGR and colliery signals in and on the approaches to Yallah station yard.

By late October the 18m × 6m machine shop had received cladding on the roof and half the wall area, while portion of the floor had been covered with concrete floor slabs to receive the large radial drilling machine, lathe and shaper. A mezzanine floor has been constructed in the southern end of this building to contain the stores area. Smaller components have been sorted into the bays of shelving and bins prepared by the CEP tradesmen.

#### Operations

Throughout the winter and spring operating period the average number of rides taken on the museum railway stood at 700 passengers per day. This required a three car train to be in regular operation with four departures each hour. In addition the refreshment store and souvenir shop have been hard pressed to keep up with demand. An exception was on the October open day when just over 80 rides were taken on a day of foul weather. The quota was balanced, however, as an additional steaming day was held during the Labour Day long weekend in October with encouraging results.

On 8 June the electric portion of the museum railway returned to operation receiving power from the new sub station. This equipment was obtained for \$120 from a local machinery dealer and transforms 415V AC 3 phase current to various DC voltages up to about 90V at 100 amps. The museum was fortunate in obtaining the original wiring diagrams from the manufacturer.

#### Locomotives

The major project which occupied the second half of the CEP project was the restoration of two locomotives, 0-4-0ST "Burra" ex Corrmal Colliery (Hawthorne Leslie 3574 of 1923) and 0-6-2T "Tully No 6" ex Tully sugar mill (Perry 7967-49-1 of 1949).

The work carried out on "Burra" resulted in a major rebuild of the saddle tank and reconstruction of rusted roof and side panels in the driving cab. The chassis and cab-bunker portions of this loco

are now positioned on heavy duty trestles in the rolling stock shed. Work is progressing on cylinder and valve gear reconditioning and bearing overhaul.

A small wasted section of the front tube plate in "Burra's" boiler has been repaired and the unit is awaiting the fitting of new tubes.

"Tully No 6" is practically a new engine. New side tanks, cabin, bunker and foot plates have been fitted to the chassis, this latter unit having been thoroughly overhauled and reassembled some time ago. The loco awaits the return of its reconditioned boiler from the Port Kembla Steel Works boiler shop. The only work needed to complete the boiler is the expanding of the tube ends and the refitting of these to the tube plates.

John Fowler 0-4-0T engine 16089 of 1923 has been purchased by the Kiama Locomotive Trust and this arrived at Albion Park for a period of storage on 7 August. It is some 32 years since this locomotive was last in the Illawarra district.

### Rolling stock

Work is nearing completion on the restoration of the bodywork on the c.1920 single cylinder petrol engined Drewry inspection car. This was obtained from Victoria Mill (Ingham, Q'ld.) 12 years ago with the four wheel meat box van for the generous sum of \$1! The engine and chassis of the inspection car was restored several years ago.

By late November the roof on this vehicle had been completed and only the fitting of a malthoid roof cover, side curtains and tool boxes was needed to complete the body reconstruction. Some mechanical work such as the fitting of radiators, fuel tanks and exhaust system is still required before this vintage petrol unit is available for service.

On 27 July a four wheel, three compartment man-transport car was received from Metropolitan Colliery at Helensburgh together with 22 lengths of 45lb rail. This vehicle was reduced from 3ft 6in to 2ft gauge by the CEP boilermaker and by mid November damaged seats had been repaired and this item was being repainted. It will be used behind the Mancha battery electric mine locomotive on special occasions.

During September a very old roofless cross-bench man-transporter car was received from the same mine. This carries No 2. During November this vehicle was receiving new wheel sets and suspension so that it can operate on 2ft gauge track.

The last task carried out by the CEP boilermaker was the construction of two platform gates for former Melbourne cable tram No 430. These are identical to those carried when in service on the Melbourne tramways to prevent off-side entry to passengers. This vehicle is now in regular operation with semi-open car No 1 and Queensland rail motor trailer 111P so this additional safety feature has been welcomed by the operating staff.

The reprofiled wheels of c.1918 saloon car No 2 were returned to that vehicle in time for the enthusiasts' operating day in June. This carriage is now available for regular operation but as it only seats a maximum of ten people it is of little assistance at times of heavy loading!

### A Year of Progress

Due to the CEP employment grant, 1985 has been a year of major progress at Albion Park. In fact it will take another 12 months before the compound sidings, the machine shop, the stationary engine shed, the new toilet block etc. are completed and the full value of this year of major progress is fully exploited.



Davenport locomotive "Kiama" hauling cars No 2 and 430 at Albion Park on the enthusiasts' open day on 8 June when every item of rolling stock which could turn a wheel was brought into traffic.

K. McCARTHY

## NEWCASTLE . . .

### Newcastle Tramway Museum

---

On 20 October major rolling stock exchanges were undertaken by the Newcastle Museum. W2 cars 244 and 245 from Warabrook and 247 from Wallsend were transferred to Rhonda Colliery. W3 668 was transferred also from Warabrook to the Wallsend goods shed where it now shares covered workshops space with LP 284.

Sydney R 1892 and the various track components were expected to be transferred to Rhonda from Warabrook during mid November.

Due to the wet weather and very soft ground conditions a slight unloading mishap caused some damage to one end of W2 247 at Rhonda, but this damage is not beyond repair.

It is also planned to have Sydney C 33 transferred in the near future from temporary store at the Walcha waterworks near Maitland to Wallsend for restoration.

The Lake Macquarie Council announced on 4 November that all necessary negotiations for the establishment of an electric tramway from Cockle Creek Station to Speers Point picnic grounds have been successfully concluded. The requirements of environment impact studies as well as a few points of concern raised by some local residents have been satisfied. This decision has cleared the way for detailed planning to proceed on structures and permanent way matters, while the Council is now

moving into the final negotiation stages for the necessary tourism grant.

As mentioned earlier in these pages, the planned tramway will not follow the route of the NSWGT steam worked line which operated along the main road through Boolaroo from January 1912 until November 1930 (with special picnic operations until May 1932). The museum track will commence at Cockle Creek Station and traverse the eastern bank of that waterway, entering the Speers Point reserve from the opposite end to that used as the former NSWGT terminus. No thoroughfares will be crossed by the route while the track will pass under the bridge which carries the main Cockle Creek to Toronto road over the stream.

The Newcastle Tramway Museum has contributed a major amount of funds and time into the museum project over the last four years and will continue to share in funding commitments in the future. Government assistance is expected to be received from Bicentennial, Steel Cities Assistance Scheme or Tourism Grants.

Work will commence on the motorisation of Brisbane Phoenix car 550 in March 1986. The fully restored body of this vehicle is presently stored in Newcastle. Initially the museum will rely on the three W2 type trams for its base service with special workings being provided by BCC 550, LP 284 and W3 668.



*W2 245 followed by W2 244 in Maitland Road en route from Warabrook to Rhonda Colliery on 13 October, 1985.*

BOB MERCHANT

