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VICTOR HARBOR HORSE TRAMS

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*A front view of one of the Victor Harbor horse trams
crossing the causeway shortly after commencing its
journey to Granite Island.*

JOHN RADCLIFFE

FRONT COVER:

*Victor Harbor horse trams No. 2 and No. 1 returning along Granite Island on opening
day, 14 June 1986.*

JOHN RADCLIFFE

BACK COVER:

*Victor Harbor horse trams crossing the causeway from Granite Island to Victor Harbor,
14 June 1986.*

JOHN RADCLIFFE

VICTOR HARBOR HORSE TRAMWAY RE-OPENS

After an absence of thirty years horse trams returned to the Victor Harbor to Granite Island route in South Australia on Saturday, 14 June 1986. Witnessed by a crowd of over 4000, the South Australian Minister for Tourism, the Hon Barbara Weisse, cut the ribbon at the Victor Harbor end of the line and declared the rebuilt tramway opened for service at 11am.

Kym Bonython, Chairman of the Jubilee 150 Committee (Sesqui-centenary of South Australia), welcomed the return of the trams after an absence of thirty years in his speech while Mayor Eric Ashby, who had earlier driven the Minister to the ceremony in a horse and buggy, reminded the audience that the tramway was one of several tourist initiatives being developed in the Victor Harbor district.

Other projects include the reopening of the Victor Harbor to Mt. Barker Junction railway in co-operation with the South Australian Division of the Australian Railway Historical Society and Steam Ranger Tours, and the construction of the steam driven paddlewheeler P.S. Mundoo.

Two of the new double deck tramcars, numbered 1 and 2, which resemble the circa 1879 South

Australian Railways horse car built by John Stephenson of New York, were available for traffic. The first tram arrived from Port Adelaide during the first week of June while the second car was delivered on 11 June. The other two new vehicles, numbered 3 and 4, were at that stage nearing completion in the Metal Industries Association workshops at Birkenhead near Port Adelaide. The tramcars are painted in a dark green livery with 'Victor Harbor Tramway' in gold lettering along the lower body panels and large gold numerals on the aprons. The window frames and the interiors are finished in varnished timber.

The rubber tyred road train, which had operated across the bridge-like causeway/jetty from Victor Harbor to the Island since the closure of the tram service in May 1955, worked its last public trip on Queen's Birthday holiday Monday 9 June, leaving the route free for final horse training with the new passenger cars for the rest of the week.

On Friday 13 June, the day prior to the official opening, the Council provided free tram rides for senior citizens and primary school pupils, the rides being treated as 'in service' test runs. The fare paying trips commenced at 9am the following day.



Hon. Barbara Weisse, S.A. Minister for Tourism, opening the new horse tramway on 14 June 1986. The Mayor of Victor Harbor, Mr. Eric Ashby is seated on the left while the chairman of the S.A. Jubilee 150 Board, Mr. Kym Bonython is on the right of the dias.

JOHN RADCLIFFE

The only major problem which emerged on the opening day was the size of the crowds wanting to take tram rides. Due to the number of visitors at both terminals difficulties were experienced in "walking the horses" around the cars. As a result, only twelve trips could be made between 9am and 4pm and many visitors with first day tickets were unable to ride the tramcars. The Council stated that these tickets would be honoured on other occasions.

One of the horses proved unfamiliar with its new routine and wanted to walk beside, rather than between, the rails but the horse handlers were on hand to see that the service continued.

The tramcars, which seat 24 in the lower deck saloon and 26 on the open upper deck, are housed in the large stone goods shed at Victor Harbor station. A passing loop is provided at the Granite Island end of the causeway. The points of this loop are of the bladeless horse tramway style which allow the horse to guide the car either to the left or right through the switch.

Although horse trams operated during the northern summer along the beach front at Douglas on the Isle of Man and a similar service is provided each Sunday

in Hudson Park, Kilmore, Victoria, the Victor Harbor tramway will be the only seven day a week, fifty-two weeks per year horse tramway operation in the world.

During winter trams will run each day from 10am to 4pm, but these times will be extended in the summer tourist season. The journey time is twelve minutes in one direction and the fares are \$1 for adults and 50¢ for children and concession rides. During the busy period four trams will be in service operating in two car divisions crossing at the halfway loop. During peak traffic times conductors will be provided on the cars, but in winter the driver will also collect the fares.

The whole project has cost \$500,000. This sum has been shared by the Victor Harbor Council, the Department of Marine and Harbours, the S.A. Jubilee 150 Board and the Commonwealth Community Employment Programme.

Although the skills and efforts of many people have resulted in the inauguration of this excellent tourist project congratulations must be directed at John Drennan, the Public Relations Officer for the scheme for his organisation and enthusiasm; to Mirco



Part of the crowd gathered to witness the opening ceremony of the Victor Harbor horse tramway on 14 June 1986. Car 2 is seen from the top deck of tram No. 1.

LEE RODDER



Car No. 1 moving onto the causeway at the Victor Harbor end of the tramway, 14 June 1986.

LEE RODDER



Car No. 1 followed by car No. 2 on Granite Island, 14 June 1986. The causeway can be seen in the background.

LEE RODDER

Husnjak for designing the new tramcars and supervising the construction task, and to Victor Harbor District Council for their patronage of the project.

The previous tramway at Victor Harbor was under the ownership of the South Australian Railways, worked and horsed by contractors George and Frank Honeyman. The new tramway is vested in the Victor Harbor District Council as owner and operator.

The editor of this magazine extends his thanks to John Drennan, Lee Rodder, Kim Bird, Christopher Steele, Stan Shorte and Newton Williams for keeping readers informed of the progress of this project over the last eighteen months.

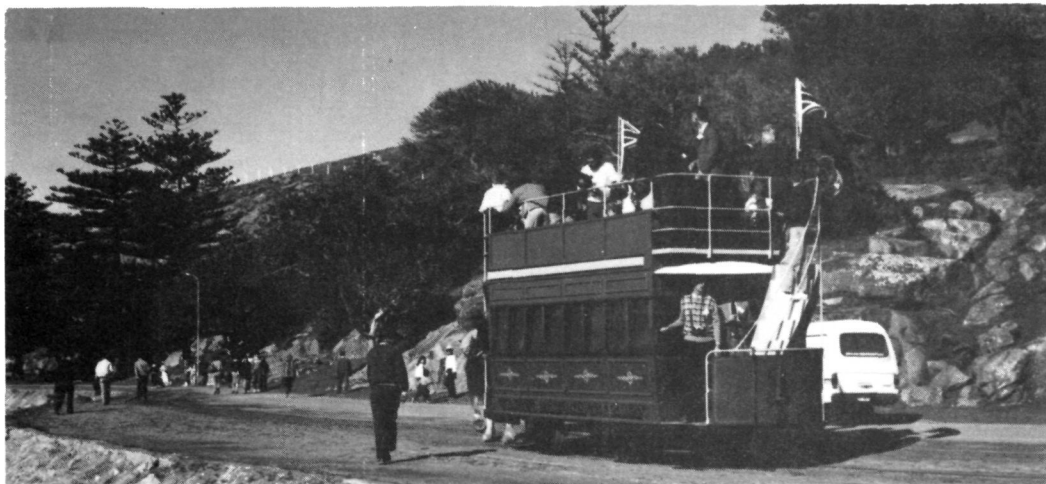


Australia Post provided a special pictorial postmarker and cachet to commemorate the reintroduction of the horse trams.



Interior of one of the new horse cars showing the varnished woodwork.

JOHN RADCLIFFE



Outward bound on Granite Island, Car No. 1 heads for the island terminus.

LEE RODDER

TRAMWAYMEN IDENTIFIED

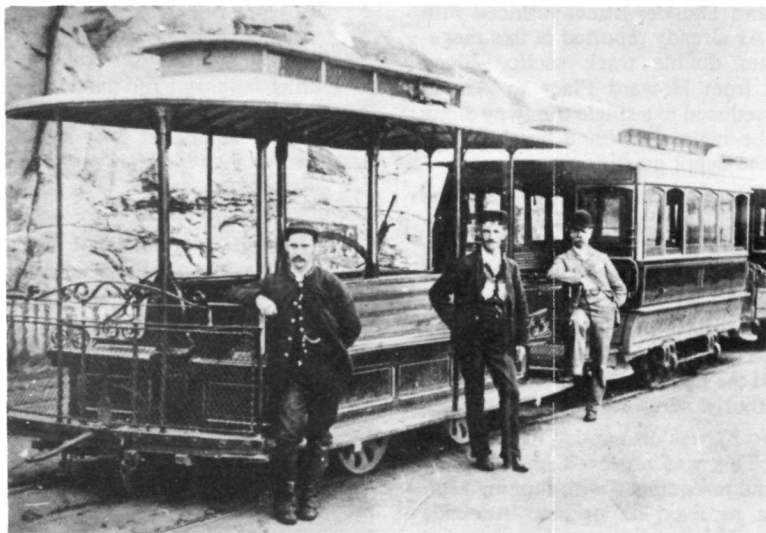
The picture of grip car No. 2 and two trailers at Milsons Point reproduced below appeared in the April 1986 issue of *Trolley Wire* as one of the illustrations in Ken McCarthy's North Sydney Cable Tramway Centenary article. One of our readers, Ian Heather has advised that the photo also appeared in the *N.S.W. Railway and Tramway Magazine* of 1 March 1923 and two of the tramwaymen shown in the photograph were still in the Service at that time.

The magazine was published for railway and tramway employees and the photograph used was loaned by Mr. Wm. C. Dawes who stated the photo was taken in 1891. William Dawes went on to say:

"There were only three trams on the road, and in the

slack times of the day the dummy only was used. Each conductor had his own car, so when he finished his a.m. shift he would push it into the shed, and his relief mate would push his car out — and woe betide anyone who tried to use any other car than his own. Each man used to take great care to have his car beautifully clean, and it was a common thing for a conductor to take part of the brasswork home and give it a proper cleaning up, bringing it back next day, of course. The gripman also had his own dummy."

The tramwaymen in the photograph are identified as (from left to right) Joe Poppelton, Gripman (Shed Chargeman in 1923); Wm. C. Dawes, Conductor (to Ticket Examiner) and Cecil Peters, Depot Master (then retired).



A WORD FROM OUR SUBSCRIPTIONS MANAGER

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THE BENDIGO TRUST'S TRAMWAY

by K. McCarthy

The Bendigo Trust's tramway undertaking is now well along the planned path of restoration. When the Trust took over the Bendigo Tramway as a tourist project in 1972 an interesting tram route and a valuable fleet of vintage tramcars were inherited, but the entire plant at that stage was of limited life.

Since then over half the track has been relaid in concrete, leaving the double track section along Pall Mall in position in granite or basalt setts and the northern portion along Bridge Street, Weeroona Avenue and Thunder Street surfaced with tar compound. As already reported in this magazine, the former double track section along McCrae Street from Howard Place to Arnold Street has been reduced to a single tramway along the crown of the highway with a passing loop constructed at the depot junction.

The Trust received 23 tramcars in 1972. Soon after the tramway closure by the State Electricity Commission in April 1972, bogie car No 26 was taken to Eaglehawk and displayed in an enclosed area near the former terminus.

This vehicle returned to the Bendigo Depot during 1977, has been restored to its appearance when it operated the last trip to Eaglehawk and is now in regular tourist service.

Birney car No 27 was dismantled in 1958 and the body sold. This was retrieved in 1975, the body restored and re-equipped with running gear. This tram then received its original Adelaide tramway number 303 and was transferred to that city to return to traffic on the St Kilda Museum Tramway in August 1976.

This restoration was carried out to satisfy a promise made by the Victorian Government that one of the former Adelaide Birney cars would be made available to the St Kilda Museum on the closure of the Bendigo Tramways in 1972.

During 1972 the Trust obtained the body of (original fleet) California Car No 8 for eventual restoration. This car, it appears, has now been dismantled, as a similar vehicle, No 5 has been received in better condition and this now stands in the gas works yard at North Bendigo surrounded with various spare body parts, possibly from No 8.

A future major project for the Bendigo Trust is the restoration of the gas works complex as an

Industrial Museum. The North Bendigo tram route will be diverted around the edge of Lake Weeroona and through the gas works property avoiding the present Bridge Street and Weeroona Avenue portion which operates along busy thoroughfares. A brick tramway depot building (approx. 49m × 12m) accommodating three roads has already been erected on the NE corner of this site. The body of (1st) No 5, bogie cars No 2 and 4 have been stored for some time at the gas works while during October 1985 former Melbourne "W2" car No 421 arrived in Bendigo and now stands on track in front of the new depot building.

During January 1986 the trams noted in tourist service were open toast rack No 17, former Eaglehawk bogie car No 26, and California tramcar No 19 which has been converted back to the original appearance with transverse seats in the open end sections.

An inspection of the depot revealed that of the 21 trams with physical access to the main



Bendigo Trust open crossbench car No. 17 turning from High Street into Viloet Street at the Gold Mine terminus on 4 January, 1986.

K. McCARTHY

BENDIGO TRAMWAYS

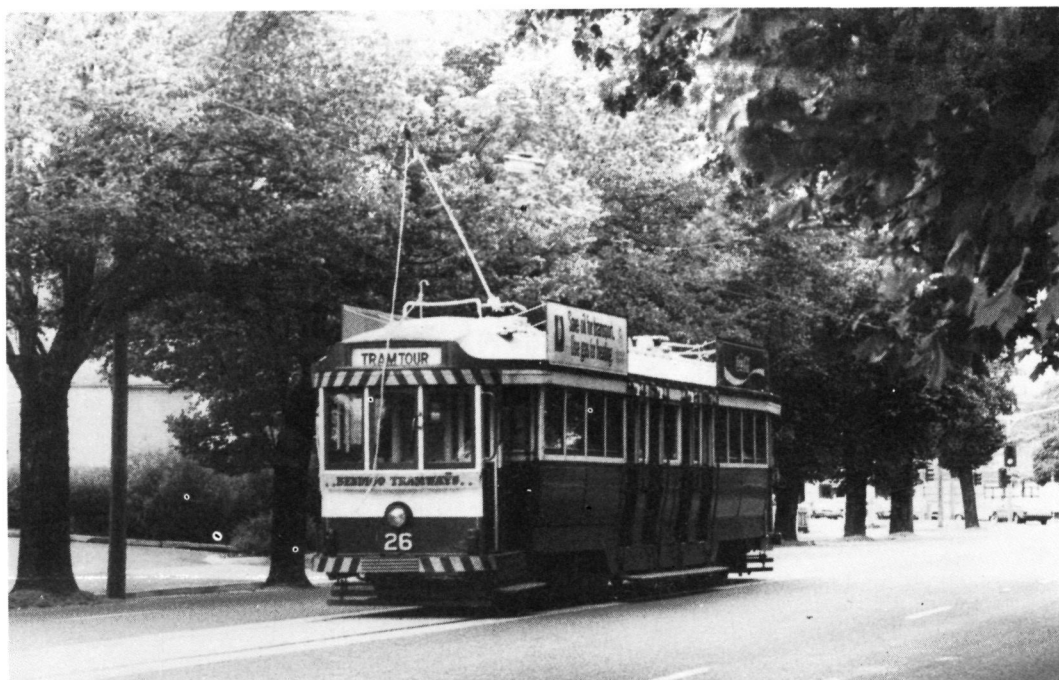
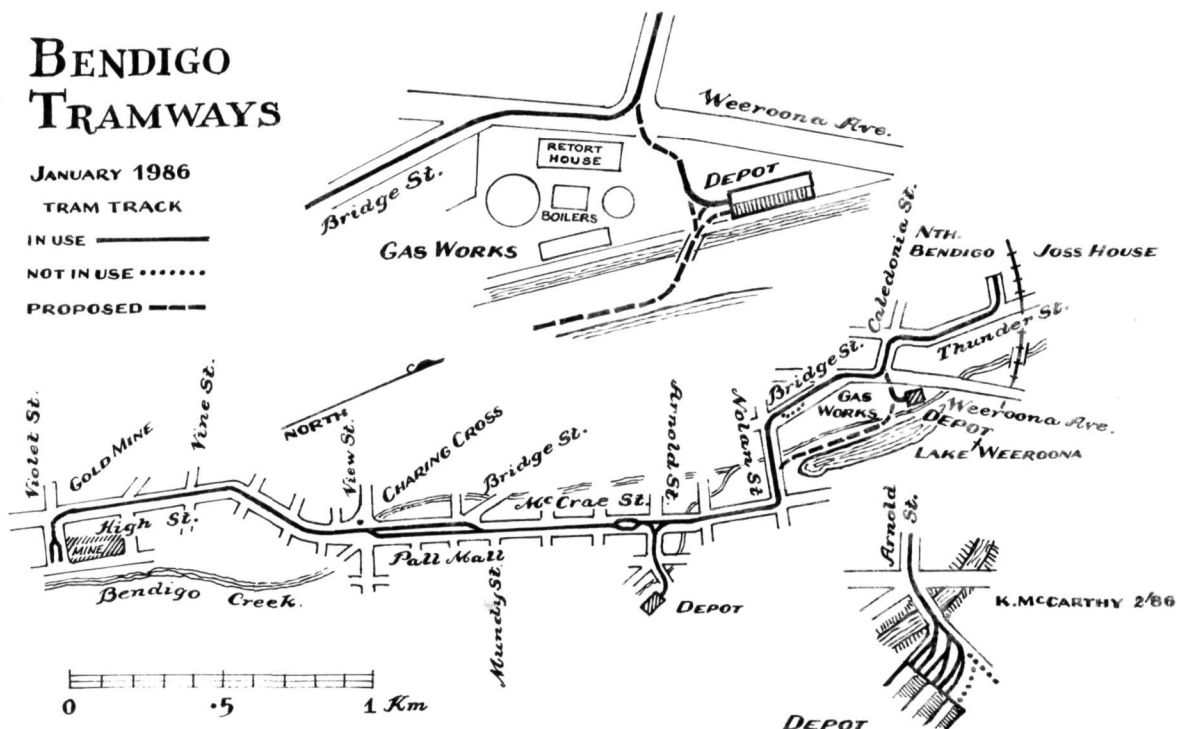
JANUARY 1986

TRAM TRACK

IN USE ———

NOT IN USE

PROPOSED - - - - -



Bendigo bogie car No 26 draws away from the Gold Mine terminus along High Street on the afternoon of 4 January, 1986. The peaceful tree-enclosed setting seems to hide the fact that this thoroughfare is the busy Calder Highway.

K. MCCARTHY

tramway only No 12 is in very poor structural condition awaiting restoration while No 6 has been used as a perway service vehicle until recently. The remaining cars are in good to excellent condition, a state of readiness perhaps not achieved on the Bendigo tramways since the 1950s!

Several vehicles carry fleet numbers of their former operators. Birney car No 29 has been restored in Adelaide colours and operates as No 302; Bogie cars 3 and 24 now carry early Melbourne liveries and numbers 122 and 138 respectively. Birney car No 15 has been restored to the Geelong colour scheme of the 1920s while former Geelong Birney car No 14 is almost ready to re-enter traffic after major restoration. This was given Bendigo No 11 on arrival in 1949. Bogie car No 17 was damaged just prior to the end of the SEC era at Bendigo in a rear end collision. This tram has been restored to its 1914 appearance and now carries Prahran and Malvern Tramways Trust livery and number 44.

The flagship of the fleet is perhaps No 17. This was one of a pair of single truck open toastrack cars built by Duncan and Fraser for the Bendigo Tramways in 1913. It was converted to a track scrubbing car in 1953. As this was the last mobile

car from the original Bendigo fleet its restoration back to a "Summer Car" was high on the Trust's priority. It emerged from the workshops in its original passenger form in 1975 and took pride of place on the Melbourne Tramways in January 1978 when it operated during the Australia Day weekend festival.

During weekends, public holidays and during school vacation periods the Bendigo Tramways operate a half hourly frequency between 9.30am and 4.30pm. At other times two tourist trips are provided each day. The Trust's tramway restoration project as well as its other activities at the Joss House and Central Deborah Mine have been outstanding achievements. It is hoped that its next major project of establishing an Industrial Museum at the North Bendigo Gasworks meets with similar success.

During a visit to Bendigo in 1972, the then Premier, Sir Henry Bolte stated that the plans to use part of the SEC tramway system as a tourist venture would be "corny and gimmicky". (*TW* p 17 August 1972). Although Sir Henry proved to be an astute politician during his long period as Premier of Victoria the Bendigo Trust has proved that his prediction of 1972 was incorrect!



Bendigo Tramways' open crossbench car No 17 with former Port Adelaide Birney car 302 (Bendigo 29) in the Arnold Street depot yard.

K. McARTHUR

Fleet Details of Bendigo Tramcars Preserved

1. PRESERVED AT BENDIGO

<i>Present No.</i>	<i>Bendigo No.</i>	<i>Other Former Numbers</i>
2. (a)	(3rd)	2. Geelong 34; M&MTB 126; Hawthorn T.T. 20.
4. (a)	(3rd)	4. Geelong 33; M&MTB 120; Hawthorn T.T. 14.
5. (b)	(1st)	5. Nil.
5. (a)	(3rd)	5. Geelong 36; M&MTB 26; Prahran & Malvern T.T. 26.
6. (c)	(3rd)	6. Ballarat 25; M&MTB 110; Hawthorn T.T. 4.
7. (c)	(3rd)	7. Ballarat (2nd) 19; M&MTB 76; Prahran & Malvern T.T. 76.
8. (b, d)	(1st)	8. Nil.
11. (e)	(2nd)	11. Geelong 14.
12. (c)	(2nd)	12. Bendigo 19; M&MTB 107; Hawthorn T.T. 1.
15. (e)	(2nd)	15. Geelong 15.
16. (c)	(2nd)	16. M&MTB 84; Prahran & Malvern T.T. 84.
17. (f)	(1st)	17. Nil.
18. (g)	(2nd)	18. M&MTB 45; Prahran & Malvern T.T. 45.
19. (h)	(2nd)	19. M&MTB 185; Hawthorn T.T. 35*; Footscray T.T. 3*.
20. (c)	(1st)	20. M&MTB 187; Hawthorn T.T. 37*; Footscray T.T. 5*.
21. (c)	(1st)	21. M&MTB 188; Hawthorn T.T. 38*; Footscray T.T. 6*.
23. (a)	(1st)	23. M&MTB 123; Hawthorn T.T. 17.
25. (a)	(1st)	25. M&MTB 133; Hawthorn T.T. 28.
26. (a)	(1st)	26. M&MTB 135; Hawthorn T.T. 30.
28. (i)	(1st)	28. Geelong 28; Municipal T.T. Adelaide 304.
30. (i)	(1st)	30. Geelong 30; Municipal T.T. Adelaide 301.
44. (a)	(2nd)	17. M&MTB 44; Prahran & Malvern T.T. 44.
122. (a)	(3rd)	3. Geelong 32; M&MTB 122; Hawthorn T.T. 16.
138. (a)	(1st)	24. M&MTB 138; Hawthorn T.T. 32.
241. (j)	Nil.	M&MTB 241.
302. (i)	(1st)	29. Geelong 29; Municipal T.T. Adelaide 302.

2. PRESERVED AWAY FROM BENDIGO

<i>Present No.</i>	<i>Bendigo No.</i>	<i>Present Location</i>	<i>Other Former Numbers</i>
HTT 8. (h)	(2nd)	3. Hawthorn Depot. TMSV.	M&MTB 114; Hawthorn T.T. 8.
Ballarat 37. (a)	(2nd)	1. Loftus Museum.	Geelong 35; M&MTB 119;
		SPER-Sydney	Hawthorn T.T. 13.
MTT 303. (i)	(1st)	27. St Kilda Museum.	Geelong 27; M.T.T. 303.
		AETM-Adelaide.	

NOTES:

- (a) Maximum traction bogies, dropcentre cars.
- (b) Straight sill, single truck, California combination cars.
- (c) Drop end, single truck, California combination cars, one man enclosed body.
- (d) Dismantled to provide parts for (1st) 5. q.v.
- (e) Single truck Birney Safety Cars. Longitudinal seats.
- (f) Single truck open toastrack car. Scrubber car 1953-1972.
- (g) Maximum traction bogies, converted from drop centre car to end loading type.
- (h) Drop end, single truck, California combination car, open transverse end seats.
- (i) Single truck Birney Safety cars, transverse 2 × 2 seats.
- (j) Drop centre, equal wheel bogie "W2" type tramcar.
- * Ordered by Footscray Tramway Trust. Unified M&MTB formed by time of delivery, used initially on former Hawthorn T.T. routes. Numbers allocated, perhaps not displayed.

All numbers are first (1st) held by car on that system unless indicated otherwise.

T.T. Tramways Trust.

M&MTB Melbourne and Metropolitan Tramways Board.

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Rockhampton News

An open day was held at the Rockhampton Bus Workshops on Saturday 14 June to enable the general public to view the progress which has been made on the restoration of the Purrey-type steam tram power car. At that stage the end aprons had been fitted to the chassis, the uprights were in position and the roof and fascia pieces were in place.

During April discussions were held concerning the reconstruction of the unusual Purrey water tube (semi-flash) type boiler. Although the restoration committee aims to restore the tramcar as closely as possible to the original design, consideration had to be given to the use of more modern and safer technology, especially on parts which are subject to Machinery Board inspection. The committee decided to liaise with the local firm of Burns & Twigg, and consider their advice on aspects concerning the boiler restoration.

The original water tubes were expanded into the steam and water drum of the boiler but the restored unit may have flanged ends on the tubes in the interests of rapid replacement and safety.

W. Ohls & Sons of Maryborough, Queensland, experienced some problems with the restoration of the original tandem compound engine when a crack was discovered in a cylinder. The cylinder block has now been transferred to Fidex Foundry in Sydney for attention.

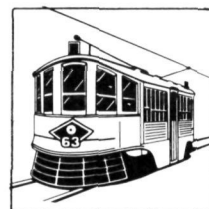
During April and May 1986 the following matters were in hand:

- * Two gunmetal hand brake goose neck handles were received from W. Ohls & Sons Pty Ltd.
- * A C.E.P. application was submitted for the employment of two tradesmans' assistants for 28 weeks.
- * Mr John Ebb of the Rockhampton College of T.A.F.E. assembled the main timber body frame at the bus depot.
- * An order was placed with Pipeline Supplies of Gladstone for the boiler steam barrel.
- * An order was placed with the Queensland Railways for the supply of axle boxes and bearings.
- * The Operations Manager of Mount Morgan Ltd was contacted about the availability of fire bricks.

Perhaps the most interesting news is that M. Alain Serieyx, General Manager of the Comite Francais Pour le Bicentenaire de l'Australie, has indicated that the Government of France wishes to give some financial assistance to the restoration project. This is a most fitting gesture as it seems that the Rockhampton project will result in the restoration of the only steam tram of more than 200 units built by Purrey of Bordeaux between the 1880s and 1920s.

WHITEMAN PARK . . .

Perth Electric Tramway Society



Since our last report in *Trolley Wire*, interested readers may wonder what has happened to news from the 'West'. Well, here we are, on the tracks and sparking along on eight wheels! Due to some Australia Post bungle the last two news items and photos from PETS were not delivered.

Members have been under intense work pressure at Whiteman Park during the peak of a very hot summer. In February four trams arrived at the Museum. On Monday 10 February Perth E class 66 was transported from the Australian Railway

Historical Society's Rail Transport Museum at Bassendean. This car is complete but requires extensive body rebuilding and could be some time before it returns to service. Ownership of the car remains with the ARHS but it is on permanent loan to PETS.

Next, on Monday 17 February W2 class cars 329 and 393 were transported to Fremantle after their sea voyage on Stateship M.V. "Irene Greenwood" from Melbourne.



Opening day, Saturday 30 November 1985. Our major sponsor Mrs. Peter Geddes says a few words to the gathering while Museum President Lindsay Richardson (in dark jacket) stands alongside.

J. CREASER

Finally, on Sunday 23 February the body of E class 67 in extraordinarily good condition, was recovered from a farm at Bannister, some 115km south of Perth and transported to our Museum.

On Monday 24 March the body of Perth G class 37 was transported from Narrikup, in the deep south, to Whiteman Park. It sits on sleeper stacks at Mussell Pool terminus awaiting a spare set of bogies to enable it to be moved under cover at the carbarn.

During June member Michael Stuckley located two C class single truck bodies in a National Park, well maintained and under cover. Bulkheads have been removed from one end but reinstallation should be no problem following the success in refitting bulkheads to car 67. If the Society can procure these two car bodies, they will provide another class of Perth car missing from the PETs collection. C cars were withdrawn in 1932 so Michael's find is remarkable.

Membership has shown an encouraging increase with sixteen new members since January. Most gratifying is that most of the new members have become involved in work activities; some have rejoined from WATM days. The increase of members attending work parties for the months of



W2 368 emerging from the carbarn for the first time under her own power with Lindsay Richardson and Ric Francis at the controller, Monday 4 November 1985.

JOHN SHAW

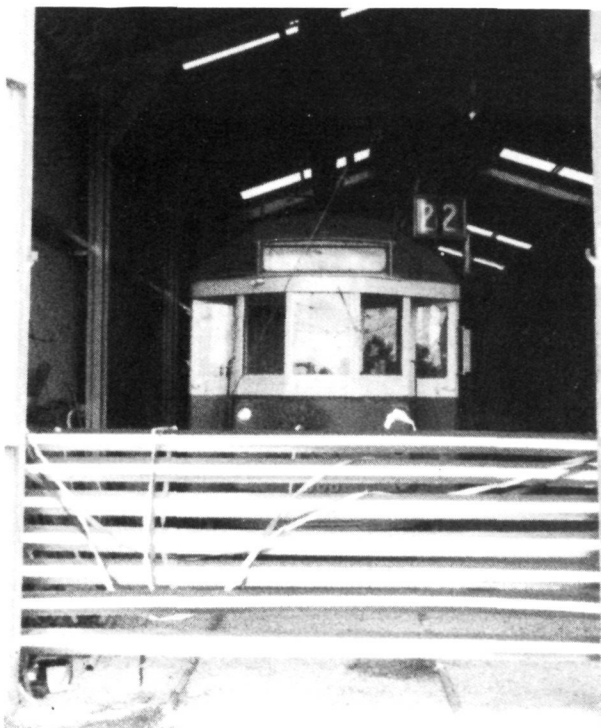
April/May peaked on 18 May when twelve members were in attendance.

MTT Chairman Stewart Hicks has made available at low cost to the Society vehicle recovery unit 2, formerly MMTB 261 and MTT 271. This vehicle will be very handy for any tough jobs we require to be done, as well as (hopefully never) tram recovery if we have a failure.

Over the Easter period a 'sleep-over' was held and much valuable work achieved. Troughing was hung on Roads 2, 3 and 4 and some minor trackwork undertaken on the Carbam fan. Since then wire has been hung from the troughing and Roads 3 and 4 wired up so cars can now be driven onto all roads of the Carbam. During March an order was placed for 120 overhead running wire ears and six terminating eras with State Engineering Works. These ears will be used on the Mussell Pool-Triangle, Entrance-Central sections which at this time are underway, adding a further 3 km of track to our running expected in October 1986.

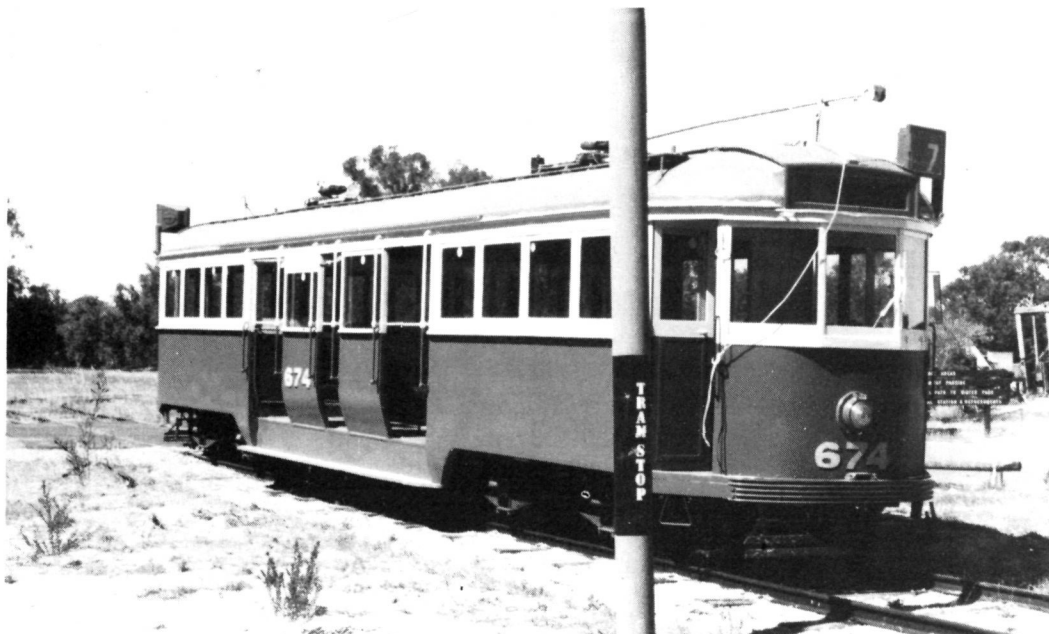
Minor track work has been undertaken on the curve at the Carbam end of Swamp Straight, just before the section worked on by the Westrail track training school. The minor work has taken the hunting out of the curve. Duncan McVicar was in charge of the gang of five members who worked under very hot conditions on this section. Track work has also been effected at the stock crossing before the Bennett Brook culvert.

Tuesday 17 June saw private contractors start the new formation from Triangle Junction to Youldine



Opening day, Saturday 30 November 1985. W2 368 is ready to break through the ribbon barrier.

J. CREASER



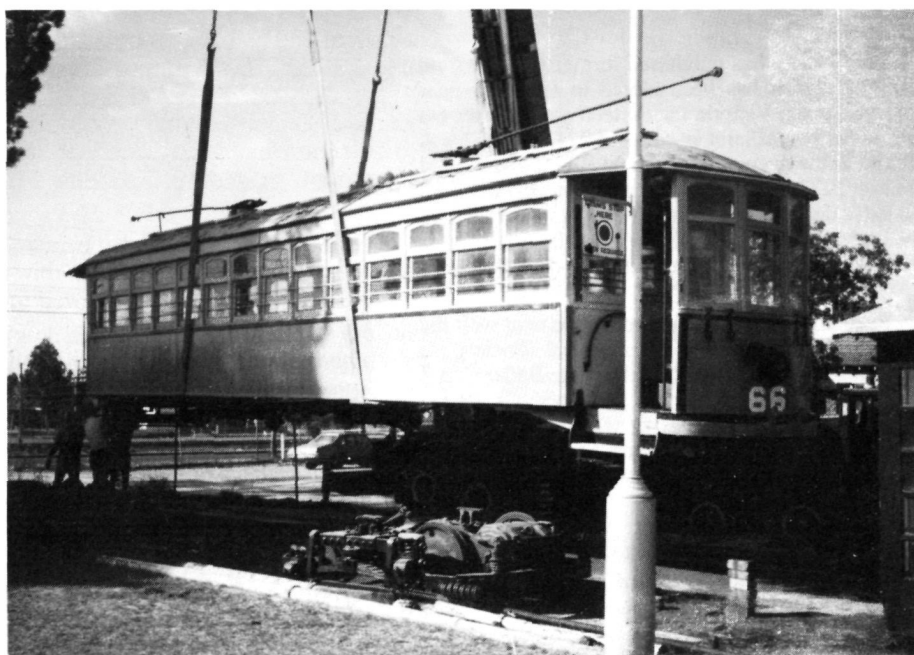
W4 674 stands at the Mussell Pool terminus for the first time, 24 November 1985.

JOHN SHAW



Perth E class 67 on the farm at Bannister before being moved to Whiteman Park.

LINDSAY RICHARDSON



Perth E class 66, the last tram to run to Perth, being lifted at the A.R.H.S. Museum at Bassendean on Monday 10 February 1986.

LINDSAY RICHARDSON

Road and a half metre high sand-packed formation has been laid, to which has been added a 10cm layer of road base. Overhead poles have been erected from Triangle Junction to the proposed double stub terminus at Youldine Road — named 'Entrance'.

Foundations and formation is being worked upon at Youldine Road, while centre pillars for the tram terminus building are being fabricated and should shortly be erected. Brick buildings for the kiosk, tram ticket sales, toilets and tram crew rest rooms are also in the process of being erected, as well as a car park for 1600 vehicles.

The Society's CEP scheme finished on 7 June and was most successful. Fremantle 29 looks immaculate, but still requires electrical components installed. Perth E 67 looks equally resplendent but like 29 is awaiting the electrical installation. Seats for 29 are on hand, superbly upholstered at the MTT Workshops. State Engineering Works have fabricated the metal seat brackets required for 29 and 67. Robert Pearce is

in the process of having the destination blinds screened, the first one for 67, then later on 29, as well as the Park destinations to be added to the Melbourne blinds.

Thanks to Lindsay Richardson, Barry King, Frank Damen and Ric Francis for all their administrative duties in these very successful projects.

Recently the Society, through the determined efforts of Ric Francis, has been very successful in obtaining advertising agreements with Peters Ice Cream and Browne's Dairy. Peters' signs have been installed in the cars already and have been painted in 1930s style and look very attractive. They blend in well with the W type cars.

Robert Pearce is also investigating two possible sponsorships which would be of great financial and moral support. He was very successful with Shell Co. Australia whose sponsorship is in the form of a twelve months' supply of tram lubricants.

BALLARAT . . .

Ballarat Tramway Preservation Society



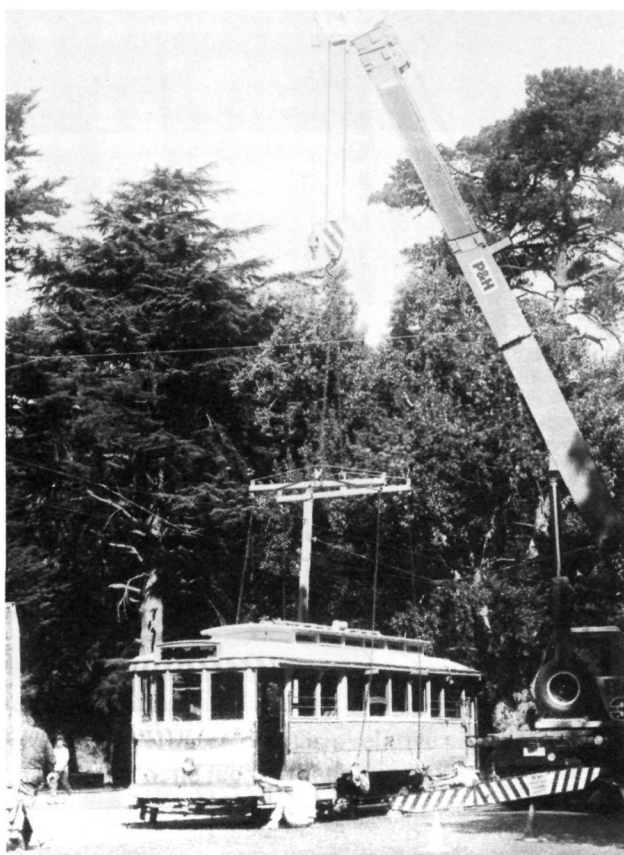
No. 32

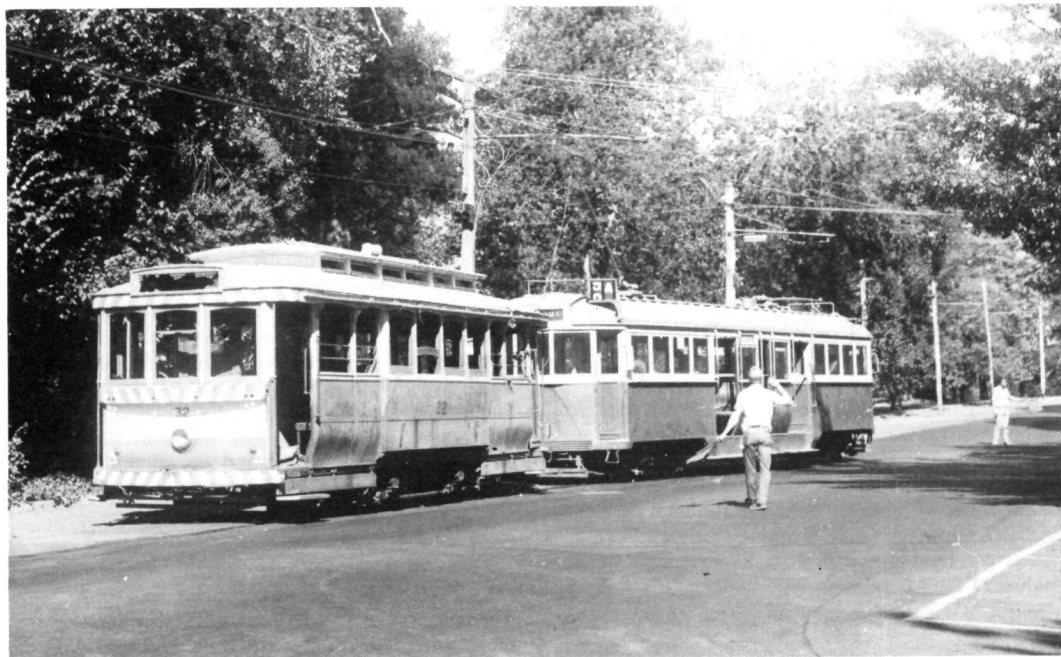
The Society has purchased former Ballarat tram No. 32, which has been stored in the bush near Maryborough, Victoria for thirteen years. After the closure of the Ballarat system in 1971, No. 1 32 was stored in the open at the Ballarat S.E.C. depot until March 1973, and then became the last Ballarat tram to leave the city. It became an exhibit in a bush park near Maryborough, which also featured farm machinery, a wildlife sanctuary and a children's playground.

Recently the Society reached agreement with the Maryborough Wildlife & Historical Society to purchase No. 32. It was moved back to Ballarat on 7 April 1986 and placed in the Society's depot. Unfortunately the body is in poor condition as it suffered badly from weathering and vandalism. A decision has yet to be made on the car.

No. 26

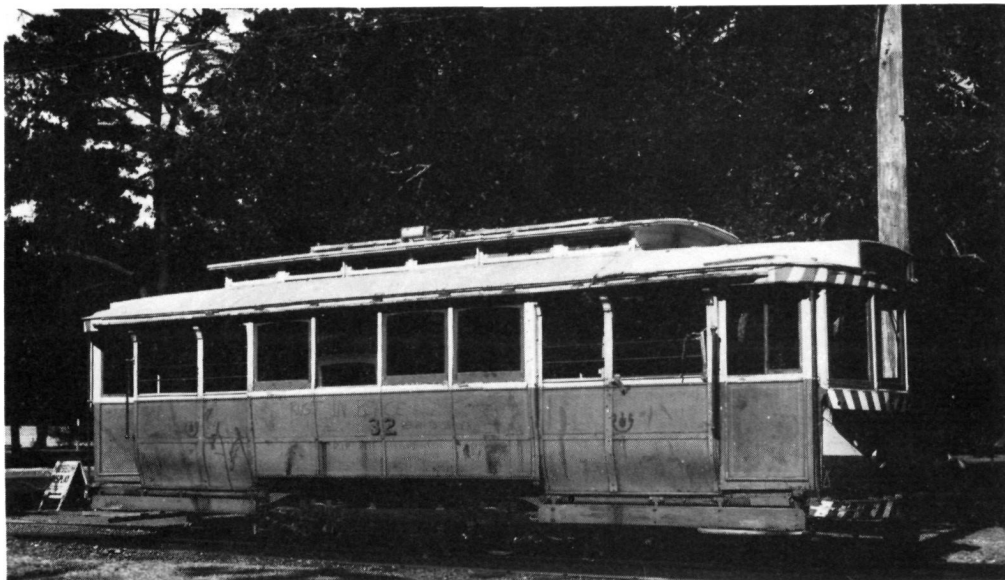
Progress continues with converting this car back to California combination form. New clerestory windows have been installed, and the roof has been repainted white. The paintwork is being stripped from the saloon sides in preparation for repainting. The car will be repainted in the early 1930s red and yellow colour scheme of the Electric Supply Co.





W4 671 was used to tow car 32 from Wendouree Parade to the Society's depot and members prepare to flag traffic as the two trams turn across the Parade.

DAVE MACARTNEY



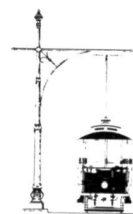
Single truck car 32 stands on the approach road before being moved into the depot. The car was built by Duncan & Fraser in 1920 for the Footscray Tramways Trust but was delivered after the takeover by the Melbourne & Metropolitan Tramways Board and was numbered as M class 186.

DAVE MACARTNEY

OPPOSITE: Car 32 being unloaded and lowered onto the rails in Wendouree Parade on 7 April 1986.

DAVE MACARTNEY

LOFTUS . . .



South Pacific Electric Railway

New Site

The amount of progress at the new site during the last two months has been staggering and has amazed even those of our members who appear at our work parties every week. The reason is the preparation of the roadbed by Sutherland Shire Council and the commencement of work under the C.E.P. Grant.

The right-of-way from Pitt Street to the old Sutherland railway substation was pegged out on Wednesday and Thursday 21/22 May. Earthworks commenced on Friday 23 May and were completed by 20 June, with the exception of the area near the northern terminus where a Sydney County Council power pole and stay pole were located, right in the middle of the future main line.

Immediately following completion of the earthworks came the C.E.P. workers who commenced tracklaying on Tuesday 24 June. Our workforce was kept busy each successive Saturday sorting out rail, transporting it to the railhead and laying it out in preparation for the next week's work.

Supplies of sleepers, dogspikes and some other essential materials could not be obtained secondhand by the time they were required, so arrangements were made to purchase these items new. 1300 hardwood sleepers were purchased and a total of six tonnes of scrap dogspikes were bought from the State Rail Authority's Cardiff Workshops where they are manufactured. Although new, they varied in quality from good to unusable but sufficient should be obtained to meet our needs and the remainder will be sold for scrap at the same price we paid for them. Our Daihatsu tip truck proved very useful in transporting them from Cardiff.

Our C.E.P. workers are under the supervision of Mick Zivcic. Mick recently returned from the U.S.A. where he was employed in a supervisory capacity on the construction of cable tracks in the coal mines of New Mexico. Our enthusiastic C.E.P. team includes Brett Symons, Husanne Chahine, Steve Hartog, Carl Kinscher, Wayne Gordon, Graham Symons and Stephen Montgomery.



Sutherland Shire Council bulldozers and trucks at work on the curve at the southern end of the tramway right-of-way on 31 May 1986. This view is looking north. NORM CHINN



Our C.E.P. track gang at work spiking rail to the hardwood sleepers. NORM CHINN



The Sutherland Shire President, Councillor Kevin Skinner inspected progress accompanied by the Museum's Tramway Co-ordinator Norm Chinn. Supervisor Mick Zivic is at left, with workers Angelo Godi, John Vine, Cr. Skinner and Norm Chinn.

COURTESY SUTHERLAND SHIRE COUNCIL

By Saturday, 12 July, 650 metres of track had been laid and the two prefabricated track sections for the Pitt Street level crossing were fastened to the concrete slab which had been poured on the preceding Thursday, 10 July. On 17 July the Pitt Street crossing was concreted to railhead, the base for the Army depot crossing poured and the S.C.C. poles moved from the right-of-way near the sub-station. The rails were placed on the Army depot slab on the 19th and concreted to railhead on 23 July. The next day the S.C.C. moved a stay pole for a 33kVA power line from the middle of our future track in Tramway Street and repositioned the 11kVA power lines, which cross the railway and swooped low over the

A once only inspection of the completed right of way was made late in the afternoon of 21 July in the Society's AEC double decker. As this bus route is to be replaced by a tramway does this mean the bus route is being "tramstituted"?

BOB MERCHANT



A view of the right-of-way looking south from a position close to the northern terminus. The Army crossing is at the foot of the grade and the two S.C.C. poles were moved from the roadbed on 17 July 1986.

BOB MERCHANT



One of five culverts along the right-of-way which were constructed as part of the Sutherland Shire Council's \$90,000 earthworks and drainage package. The culverts use sandstone retrieved from the bulldozing in their construction.

BOB MERCHANT



The prefabricated track section being fastened to the concrete slab at the Army depot level crossing on 19 July 1986. The Museum's Daihatsu tipper is being used to remove rubble from the site.

NORM CHINN



Another view of the Army crossing during rail fastening. This view is looking south towards the Museum and the railhead is just short of the temporary access to the Army depot.

NORM CHINN

museum site, to give much greater clearance from the site of our proposed restoration workshop.

It is anticipated that a continuous single track will be in place from Pitt Street to the Sutherland substation by early August.

The components for the scissors crossover have been located and are being prepared for laying on the concrete slab in Tramway Street. Work has also commenced on assembling the points for the headshunt at the end of Tramway Street for the junction with the track leading towards the depot.

Old Site

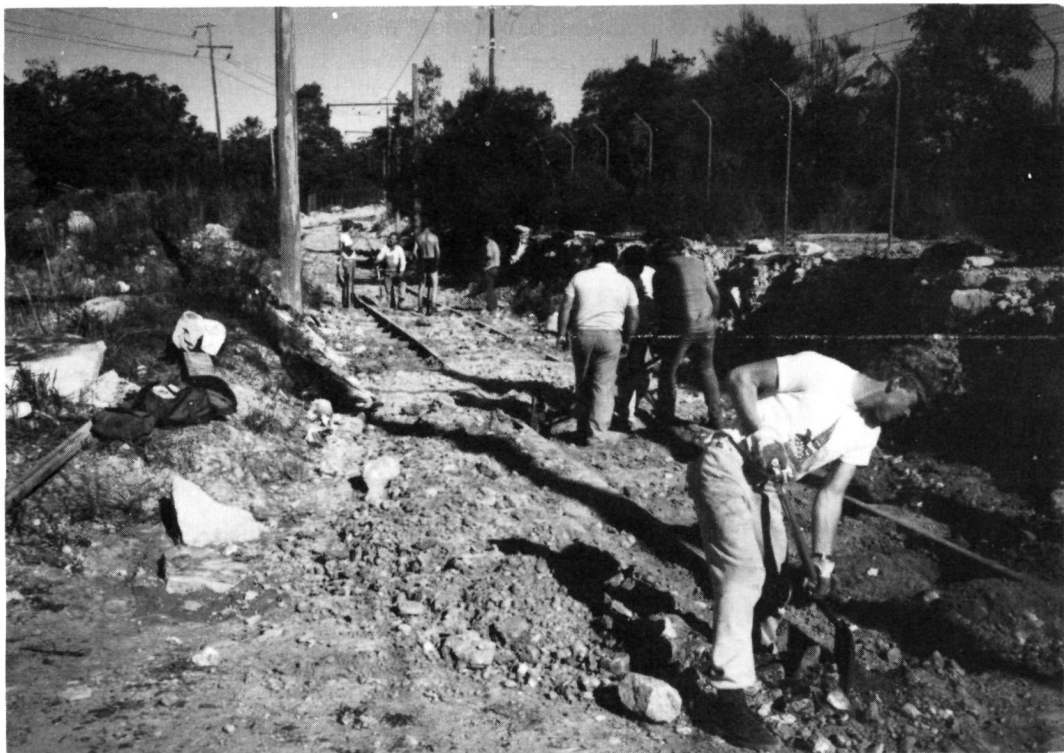
All available rail, dogspikes, fishplates and bolts have been transferred to the new site for use on the track construction and all that remains is some sleepers on which the white ants have feasted, a few point levers and some rodding. Once the reuseable items have been removed, the remainder will be sold for scrap or taken to the tip, to further improve the appearance of the site.

Wayne Armitage and Mike Giddey have been placed in charge of keeping up the supply of track materials to the new site and they have been ascertaining which items of trackwork may be lifted from the existing Museum track layout. Likely contenders are the East Branch points leading to Roads A and B, and the Road 4 points. The latter will be dependent upon the transfer of trams to the new site.



Single deck halfcab Leyland MO.1275 in Rawson Avenue Drummoyne providing free rides at the Drummoyne Primary School Centenary celebrations on 21 June 1986.

KEN MCCARTHY



The C.E.P. track workers lifting and levelling the track leading from the southern headshunt to the depot fan on 18 July 1986.

NORM CHINN



The crossing at Pitt Street, Loftus with the two pre-fabricated track panels in position. The double track will extend around the bend in the background.

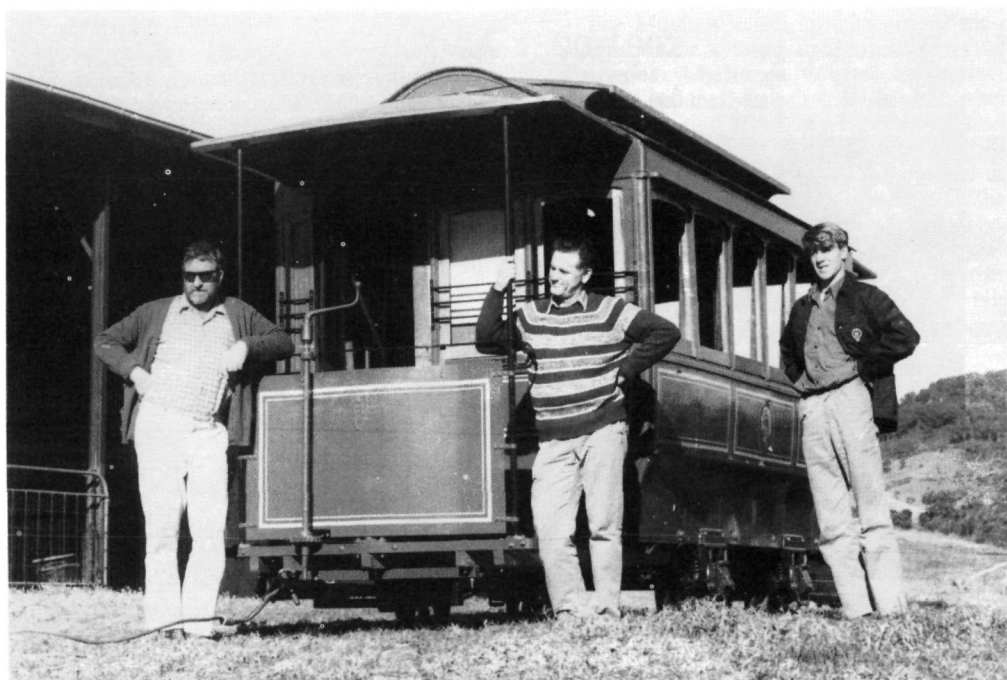
NORM CHINN

A special tramcar operation took place on Sunday 25 May during normal traffic operations. The Melbourne grip car and King Street cable trailer 23 were operated to commemorate the centenary of the North Sydney cable tramway from Milsons Points to Ridge Street. Although restricted in speed and confined to operating between the North Terminus and the Depot Junction, the cable tram set carried a capacity load and proved very popular. Subject to availability of the grip car, this set should also prove to be an attraction at the new site when operations commence there.

Another special operation was the special Open Day held on 12 July for retired tramway employees, which, in retrospect, should have been a regular event for many years but which will no doubt be so in future. Many of the old trammies had interesting stories to tell and some of those who attended had travelled long distances to be present. A number were in their nineties and had worked the steam trams on the isolated New South Wales systems.

Off Site

On Saturday 21 June the Museum mounted a stall at the Centenary day of Drummoyne Primary School



Members Trevor Glenn, Bill Parkinson and Glen Killham prepare to move cable trailer 23 from Albion Park to Loftus on Saturday 24 May 1986. K. McCARTHY



Grip car 593 and trailer 23 at Loftus prior to going into service to celebrate the centenary of the North Sydney cable tramway on Sunday 25 May 1986. KEN McCARTHY

and operated nostalgic bus trips from the school gates in our 1937 vintage single deck Leyland Tiger bus 1275. This bus, and others of the same style, frequently worked along Lyons Road, Drummoyne in the 1930s and early 1940s.

Over 2000 people attended the centenary celebrations, which seems a record for a suburban school, and most trips made by MO1275 were fully loaded.

It was planned to operate grip car 593 and trailer 23 at this function along some 50 metres of portable track prepared for the occasion but last minute problems with transportation insurance between Loftus and the venue prevented this.

It is perhaps fitting that transport nostalgia was part of these centenary celebration . . . two former Chairmen of the Sydney Tramway Museum Board, the present Chairman of the Newcastle Tramway Museum as well as six members of the Sydney Tramway Museum have been students at separate periods of time. The only explanation offered for the number of former pupils interested in tramway preservation is "There must have been something in the school water supply!"

It is anticipated that we will be participating in a special exhibition, organised by the North Sydney Council, on Saturday 13 September at North Sydney Oval, at which it is hoped to operate Melbourne grip car 593 over a short length of track.

PARRAMATTA PARK . . .



Steam Tram and Railway Preservation Society

Trailer Car 74B

In expectation of heavy loadings during the weekends of Heritage Week, an all-out effort was made to have this car structurally available for operations by 12 April. The result has been that the car is now substantially rebuilt and culminates work which first commenced in 1979.

Following Heritage Week, further work is being carried out fitting doors, drip-rails and other minor detailing work. Presently the car is a delicate shade of pink and will not see final painting for a little while yet. The bogies of 74B give rather a "dead" ride at the moment and will require intensive overhauling to improve their riding quality.

Trailer Car KA778

The body work on this car is now virtually complete with only the fitting of seats and minor detailing to be done. Seats have yet to be made though materials have been supplied at a cost of almost \$1000 to the Society. Seating capacity of the car in its original form was limited to 32 persons. It has been decided that to enable greater utilisation of the rather large luggage/guard's compartment, longitudinal seating for eight persons be provided in this area.

The KA car has reached a stage where it has been deemed desirable for a project manager to be appointed to co-ordinate inter-trade work on the

car. To date the work has been in the hands of the State Rail Authority Apprentice Training School car body builders. With the advent of under frame mechanical works, painting, etc., organisational difficulties were being experienced resulting in the decision to appoint a Project Officer. It is hoped suitable photographs will be available shortly.

Other News

The opening of the new Parramatta Stadium (30,000 capacity) during March 1986 has resulted in the City Council placing stringent parking restrictions in the rest of the park. Whilst it is only early days for a full evaluation of these restrictions on tramway passenger traffic, indications are that there is a noticeable down-turn in figures compared with those of previous years. It is hoped that this is only a temporary showing and that as people become more used to controlled parking, tramway business will pick up to normal levels.

A long overdue cleanup of the depot area has been underway in recent weeks with the old Vulcan saddle tank and many other sundry pieces of steel being consigned to the scrap merchants. A general consolidation of surplus bogies and other large items will be made in a compound to the rear of the existing depot. This will enable the front of the depot and particularly the "river" side of the yard to be cleared and mown.

ST. KILDA . . .

Australian Electric Transport Museum



Dropcentre 264

Much work has been achieved on the restoration of this tram over the past few months and it is hoped that it will be almost complete for the COTMA Conference in September. The brake rigging has been delivered from the State Transport Authority and installed. Subsequent tests on the air brake system have proved successful. Handbrakes and sanding equipment have also been fitted. New floor slats have been nailed to the saloon floors.

New panelling has been installed on the southern side and painting of the panels and frames is well under way. The timbers on the northern side have been sanded and primed. Work continues on the western fascia while the eastern apron is being filled and cut back prior to painting. Minor trim work has been undertaken and sundry small wooden parts have been made using car 282 for patterns. Timber has been delivered for the footboards and barrier rails.

Vinyl covered saloon seat benches and support legs from works car W2 354 have been fitted as it has not been possible to obtain suitable F1 type wooden benches. The original wooden peghole seat backs have been retained however. It is pleasing to note several new members, in particular Jim Solecki and Bill Edmonds, working on the restoration.

New Display Building

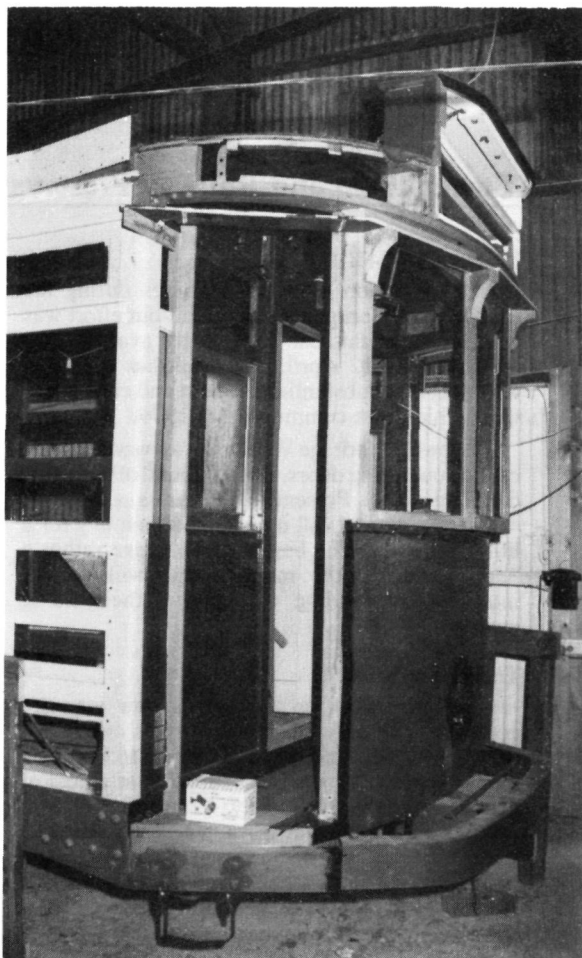
Provision was made in the 1986-87 Budget for a new display building and a new workshop. We have been fortunate enough to obtain a grant from the History Trust of South Australia of \$23000 to assist with the Display Building.

Many details have still to be worked out, but the Display Building will be of 'kit home' construction and situated west of the present entrance building. It will house photographic displays and other exhibits from the tramway era. A special sub-committee has been formed to co-ordinate work on this display facility.

The new workshop will be situated at the rear of the main tram depot. Although the final site and size have not been determined, it will house two trams undergoing restoration or refurbishment, and will free some of the existing workshop for maintenance purposes.

Car No. 15

The body of car No. 15 (an A type car) is now on site. Although it is in open storage at the moment, it will be placed under cover when the new workshop is completed. The body, which is in good condition, was donated by its owner. It had been a residence at Fisherman's Bay, near Port Broughton (whence E1



The rebuilt western end motorman's cabin of drop-centre 264.
PAUL SHILLABEER

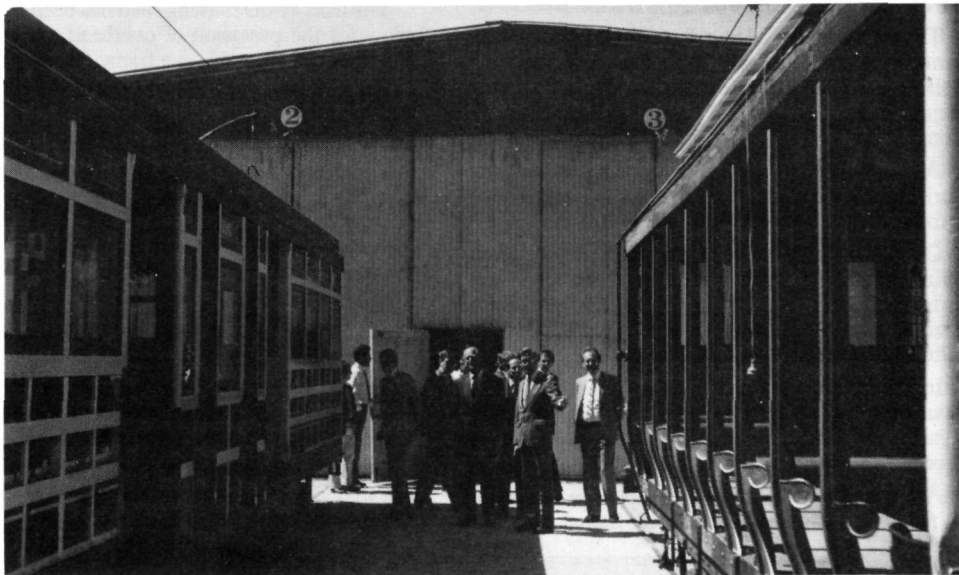
type body 118 had been obtained), and it was retrieved on Tuesday 13 May.

The acquisition of the body, which has been kept under cover, will enable us to have an airbrake operated A type car which can be used in regular museum traffic. (Historically important A type No. 1 relies on handbrake operation and our third A type car, No.10, operates as Ballarat No. 21.)

Car 15 can be restored using the former truck of car 42 as this car is now on a 21E truck from Bruxelles, Belgium.

Other News

All of the stranded steel wire on the main depot fan has now been replaced with grooved cadmium copper trolley wire.



Trams under restoration were on display during the Duke of Edinburgh's visit to St. Kilda in March 1986. Dropcentre 264 is on the left and toastrack 42 on the right.

JOHN RADCLIFFE



The Museum's AEC Regal Mark IV No. 623 (repainted by the State Transport Authority as Elizabeth Passenger Service 39) at Hackney Depot in 1985. The bus was recently transferred to open storage at Elizabeth Depot.

PAUL SHILLABEER

HADDON . . .

Melbourne Tramcar Preservation Association

Electrification Progress

The wiring for the 24 volt circuits has been run and terminating work has now commenced. A dropping resistor box and relay cabinet is currently being manufactured for the 24 volt alarm circuit by Communications Engineer John Withers.

All 240 volt AC and 600 volt DC terminating work has been completed, and member Craig Tooke is to be thanked for his assistance.

Outside the sub-station, a mimic display diagram with illuminated lights has been installed and currently awaits connection to the 24 volt alarm system. Electrical Engineer Noel Gipps is to be commended for his work on this project.

In the running shed, a remote panel has been mounted, and switchgear and metering installed. Again thanks to Arthur Ireland and his 'East Preston Workshops' for their assistance.

Arc shutters for the circuit breakers have been built by member Tony Smith and await fitting.

The front of the running shed has been modified to allow for the provision of overhead troughing, and work has commenced on a frame for the AC supply panel, with Site Foreman William Smith overseeing both projects.

Trackwork

The 3 and 4 Road points have been concreted from the shed entrance to the "Vee" crossing and filling work has commenced. New point box components have been cast and currently await machining.

The castings for the No. 1 to No. 2 Workshops Roads have been positioned and await welding of the closure rails.

Survey work has been completed for the drainage from the car wash plant which is to be situated on No. Road.

Work has started on filling in the depot fan now that the concreting of the main line lead and No. 3/ No. 4 Road point areas has been completed.



Rail bending in progress for the No. 3 Road, showing members Tony Smith, Lindsay Bounds and John Withers.

COLIN WITHINGTON

NEWCASTLE . . .



Newcastle Tramway Museum

On Saturday 31 May the exhibits at the Vintage Car Museum at Forster on the north coast of New South Wales were auctioned. Included in the sale was the saloon body section of former South Australian double deck 5 ft 3 in gauge horse tram No. 23.

This vehicle was the subject of the article "A Mystery Tram" in the August 1971 issue of *Trolley Wire*. Since then more details of its history have been discovered.

The tramcar was built in 1878 by the English firm of Brown Marshall of Birmingham for the Strathalbyn-Goolwa-Victor Harbor horse-worked railway on Order No. 4323. Its seating capacity was 40 on the two decks. In March 1885 the tramcar was transferred to Gawler for use on the town line. Soon after, the wheelbase was altered and the car moved on 12 September 1885 to Largs where it was used during periods of light traffic on the Glanville to Largs railway in the Port Adelaide district.

On 16 February 1891 the South Australian Railways took over the Largs railway and horse car No. 23 returned to Islington Workshops. After a period in store the tramcar was reissued to traffic on the Moonta town railway where it remained in service until the closure on 30 April 1931.

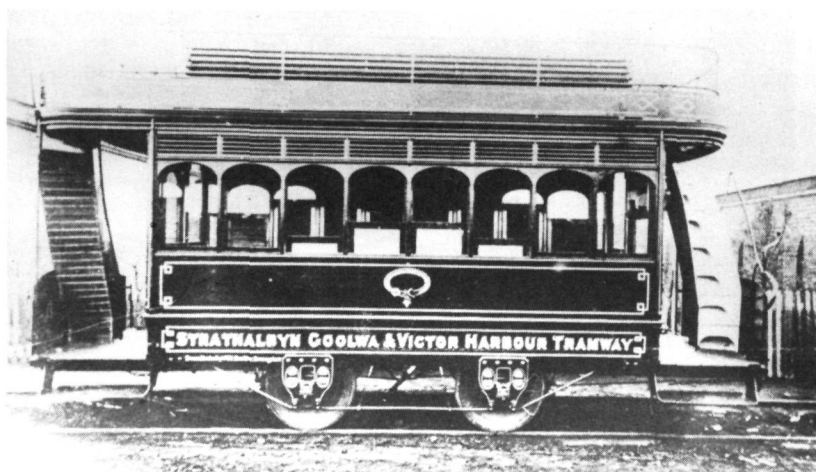
No. 23 was sold and by the 1940s was used as living quarters at Laurieton, NSW mounted on an old

truck chassis and solid rubber tyred wheels. The vehicle remained at Laurieton until 1978 when it was sold to the Forster car museum.

Mr. Carter of the Newcastle suburb of Shortland purchased the tramcar at the auction out of curiosity and he has since made it available to the Newcastle Tramway Museum for restoration at the price he paid at the auction. This is believed to be the second oldest tramcar in Australia, the oldest being Adelaide horse car No. 18 of 1978 preserved at the A.E.T.M.'s museum at St. Kilda.

On Saturday 28 June the Museum took delivery of Sydney O class car 824 which had stood at Lurnea since it was sold on 8 June 1956. Another identical vehicle, which cannot be bodily removed from the location in which it now stands, has also been made available to the Museum and enough body parts will be available for the complete restoration of 824. It is fitting that the largest group of tramcars built in Australia, the Sydney O type, is now represented by six preserved vehicles.

The body restoration of Newcastle L/P car 284 at Wallsend is almost complete. Trolley poles have been fitted and the final colour paint coats are being applied. Two pairs of 33 in drive wheels as well as pony wheel sets have been obtained and negotiations are being carried out for the construction of suitable 22E truck frames.



South Australian Railways' horse car No. 23. This is possibly a Brown Marshall builder's photo taken in Birmingham prior to delivery in 1878.

COURTESY RICHARD HORNE COLLECTION

Former Melbourne W3 car 668 is being restored in the Wallsend tramshed. The roof plywood has been replaced and faulty roof ribs repaired. Work will soon commence on replanking the floor in the dropcentre section. A start has been made on sanding back the side panels on this car which has now been at Newcastle for eleven years.

Brisbane Phoenix car 550 is presently stored at the former Newcastle incinerator. The seats have been removed to receive new upholstery and W2 electrical gear and bogies are being stockpiled to restore the car to running condition in the near future.

The Museum is still awaiting the results of the submission for an establishment grant from the Steel Industries Assistance Scheme (Tourism). All planning and legal aspects of the project, which will result in an electric tramway linking Cockle Creek railway station with Speers Point, have been finalised and the funding submission was presented through the local Member of Parliament on behalf of the Lake Macquarie Council earlier this year. The final funding decision lies with the Commonwealth Government through the Minister for Tourism, Mr. Brown and the Minister for Industry, Mr. Nixon.

NEW ZEALAND

News from across the Tasman

Christchurch

Although Brisbane dropcentre car 236 is the first tram to have arrived at Ferrymead in a complete state (see *Trolley Wire*, August 1985, page 15), 17 years of non-activity still necessitated a con-

siderable amount of time to prepare it for its return to service. The time spent has been logged at some 2500 man hours from early February 1985 until its re-entry into service on 26 October 1985.



Brisbane dropcentre 236 makes its inaugural run through the Ferrymead Reserve on 26 October 1985.

D. L. A. TURNER

The work included the application of an Isoflex liquid rubber coating on the roof, the driving wheel set from the B end truck turned by the New Zealand Railways Addington Workshops, rust cut from the external steel panels, bumpers removed and straightened, broken windows replaced with safety glass at a cost of over \$1000 and complete repainting; the exterior is finished in the prewar silver and grey with royal blue waistband and light blue band above the windows. Coca Cola, who is sponsoring 236, prepared all the advertising including the roof-mounted ad board and the flipover destination boards fitted to the roof on either side.

After months of hard work Saturday 26 October 1985 finally arrived and the months of drought and sunshine in Canterbury were broken exactly on the day, which was to be followed by a special Open Day organised by the Ferrymead Trust. Rain, hail and high winds accompanied by Antarctic temperatures, fortunately interspersed at times with bouts of sunshine, caused some hasty last minute

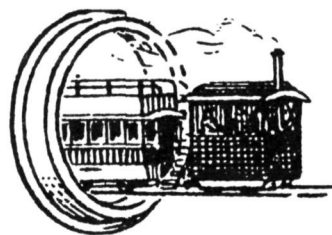
changes. The ceremony was to have been held outside but was moved into the carbarn.

At 2pm guests were seated and the THS President Rev. Michael Kerr extended a welcome to the dignitaries present. These included the Australian High Commissioner to New Zealand, Hon. Les Johnson; the Mayor of Christchurch, Sir Hamish May; the Chairman of the Ferrymead Trust, Mr. Frank Hardy; the President of the Wellington Tramway Museum, Mr. Mike Flynn and the 'originator' of 236s initial preservation and transportation to New Zealand in 1968, Mr. Saul Goldsmith. Also present were Bob Casey from SPER and ten members of the Wellington Tramway Museum who had come south for the occasion.

After speeches had been made Dave Hinman and Russell Kent were invited to bring 236 from her hiding place at the rear of the trambarn. Mr. Saul Goldsmith then cut the blue ribbon and the Hon. Les Johnson was invited to take the controls. The 'All Aboard' caused a mighty scramble and 236, loaded with some 120 people, slowly proceeded out of the barn, over the traverser and into the sunshine(!). With the destination set for "Bulimba Ferry", 236 made a full circuit of the township and a run to the Reserve line. After a few photo stops the guests alighted at the Cranmer stop for afternoon tea served in the Ferrymead administration building. A second run was then made to take members and visitors who had failed to get on the first crush-loaded trip, after which 236 carried on in service.

At 5.30pm all returned to the administration building for a buffet meal, drinks and a chat. This was followed by the screening of several videos.

All then went for a night tram ride on 236 in the rain, which had returned, to the village to Curragh Cottage where a cup of tea was served by candle and kerosene light. A pleasant finish to a great day.



The ribbon cutting ceremony was performed by Saul Goldsmith and watched by Australian High Commissioner to New Zealand Les Johnson, THS President Rev. Michael Kerr and Dave Hinman.
D. L. A. TURNER

