

TROLLEY WIRE

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AUSTRALIAN TRANSPORT MUSEUMS

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MELBOURNE'S NEW TRAMS – ON THE ROAD

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COUNCIL OF TRAMWAY MUSEUMS OF AUSTRALASIA

THE RECENT Conference of Australian Tramway Museums held in Ballarat represents a milestone in the developemnt of tramway museums in Australia and New Zealand. It was an event comparable in significance to the saving of the first cars for preservation and the first operation of cars at Loftus. The success of the conference reflected great credit on its organiser, Mr. Bill Kingsley, and our hosts in Ballarat. The concepts presented by the different groups were advanced with clarity and forthrightness. This did much to promote understanding, an improved appreciation of each other's problems and a spirit of co-operation. It is to be hoped that the formation of the Council of Tramway Museums of Australasia (COTMA) will produce many advantages for the constituent members, both at Government and transport instrumentality level, as well as providing a medium for the exchange of ideas.

The newly-elected Executive Officer, Mr. Kingsley, brings a wealth of experience to his position. He has already journeyed to Adelaide to discuss the future development of the Council. Formal invitations to join will shortly be sent to the Museum groups represented at Ballarat, together with the Paramatta and Ferry-mead groups who were unable to attend.

As I will be shortly visiting New Zealand, I hope to discuss these matters first hand with our potential members in that country. There is much merit in the Australasian scope of the Council, particularly in terms of assistance with tramway expertise from Australia and complementary trolleybus expertise from New Zealand.

Subsequently, I hope to be able to develop some formal communications between COTMA and individual museums while in North America and Britain. These museums have ahd experiences which can be valuable to us in developing our own projects. Communication leads to understanding, and I believe the formation of the Council brings a new maturity of purpose to the urban transport field in Australia and New Zealand.

—John C. Radcliffe

INTERIM CHAIRMAN, COTMA

FRONT COVER: *New Melbourne tram (Z class?) No. 3 in Plenty Road, North cote on Wednesday 4th May 1975.*

—Colin Withington

Conference of Australian Tramway Museums

Over the recent Anzac weekend (Friday 25th to Sunday 27th April) the first Conference of Australian Tramway Museums was organised by a Committee of the Ballarat Tramway Preservation Society and held in their home city.

The Conference was attended by some 49 delegates from A.E.T.M. (Adelaide), B.T. (Bendigo), B.T.M.S. (Brisbane), S.P.E.R. (Sydney), T.M.S.V. (Melbourne), T.T.M.S. (Hobart), W.A.T.M. (Perth), B.T.P.S. (Ballarat), an observer from the A.R.H.S. (Victorian Division) and including representatives of three New Zealand groups - D.M.O.T. (Dunedin), M.O.T.A.T. (Auckland) and W.T.M. (Wellington).

The fundamental aim of the Conference was to bring together the tramway museums in a spirit of friendship so that we could really get to know each other both as operations and as people. There was much to be learnt from the expert speakers and from sharing the aggregated expertise of those present in a series of specialist workshops or discussion groups. Out of it all we hoped that the foundations of a united Australian body could be developed, and so it was to be.

The Conference commenced with a Civic Reception and luncheon at the Alexandria, guests including the Mayor of Ballarat (Sir Arthur Nicholson), the Town Clerk (Mr. Frank Rogers), and the City Engineer (Mr. Bob Sharp) and chaired by the President of the B.T.P.S. (Mr. Maurice Calnin, JP). Other meals during the Conference included a delectable luncheon at the Western Hotel, a concluding luncheon at the Gardens Pavilion and a bar-be-que at the B.T.P.S. Bungaree residence.

The more academic proceedings were held at the S.E.C. *Electra Hall*, a building with a very real tramway history, the use of which was provided *gratis* by the S.E.C. Social Club to whom we are greatly indebted.

Opening Speaker was Mr. A.P. Wymond, President of the Puffing Billy Preservation Society, who spoke on 'Financing the Railway/Tramway Operating

Delegates gather outside Electra Hall, Ballarat, scene of the historic first conference of Australian Tramway Museums.

—Graeme Breydon





Sir Arthur Nicholson, Mayor of Ballarat, speaks at the Civic Reception held to welcome the visitors to the city.

—Graeme Breydon

Museum'. Other speakers were Peter Kahn (Chairman, S.P.E.R.) 'A History of Experience'; Graeme Breydon (T.M.S.V.) 'Accounting Methods Suitable for Museum Operations'; Dr. John Radcliffe (President, A.E.T.M.) 'Buses - Their Preservation and Relevance to Tramway Museums'; David Rawlings (S.P.E.R.) 'The Formation of an Association of Australasian Tramway Museums'; Frank Stamford (L.R.R.S.) 'Museum Publications' and a paper on 'Tramcar Maintenance - Museum Style' from Bob Prentice (B.T. and B.T.P.S.), who was unable to attend due to illness, was read.

There were no less than 23 workshop sessions often being held 5 at a time. The idea was that delegates could attend their specialist interest, but often we the more active preservationists trying to be in two or more places at once. Surely, out of the workshops particularly, came the great realisation that we are all doing the same sort of thing, we all have the same interests at heart, and that, by sharing and co-operation, could come a new united progress.

The first evening was given over to a series of quite brief resumes by each Museum on 'What's On Back Home', an informal way to find out what each group had done, was doing, and hoped to do.

Opportunity to ride Ballarat's ex-S.E.C. trams on the Wendouree Parade preserved trackage was provided, and a special bus tour in Davis Bus Lines' (whose company replaced the electric street tramway) veteran coach No.6 to points of tramway interest preceded John Radcliffe's illustrated talk on buses.

To encourage the feeling that this was an Australasian Conference rather than Ballarat's, each session was chaired by a representative from a different museum.

All delegates were accommodated at the Arch Motel over which a blanket booking was made for the two nights and the motel was all ours. Despite the use of eleven extra foldaway beds, all went well and Mr. Frank Lenz and his staff are to be congratulated on their magnificent effort.

Transport between Melbourne Airport (Tullamarine), Melbourne, Ballarat, the Arch Motel, Electra Hall and Bungaree was provided by the very temporary B.T.P.S. Bus Division of two mini-buses chauffeured by Allan Harnwell, Graeme Inglis and Bill Kingsley (and very much appreciated by those delegates who had the pleasure of sitting back and watching the scenery. —W.D.).

Throughout the Conference excellent press publicity and coverage was

provided by the Ballarat *Courier* despite competition from a vintage car rally.

As hoped, David Rawlings' paper did lead to the formation of an Australasian body. At a special workshop chaired by Bill Daniells (President, B.T.M.S.) solid and well informed discussion led the way to the *Council of Tramway Museums of Australasia (C.O.T.M.A.)*. At the concluding luncheon Dr. John Radcliffe was elected Chairman and Mr. Bill Kingsley Executive Officer of the Council.

The Council will be the servant rather than the master of its constituent members (the museums) and will assist, co-ordinate and be generally useful in as many ways as possible. It is sincerely hoped that all tramway museums will join the Council, because only then can it be fully effective. Reports from the Council will be provided regularly in *Trolley Wire*. Applications to join the Council when the Council, because only then can it be fully effective. Reports from the Council will be provided regularly in *Trolley Wire*. Applications to join the Council will be accepted when copies of the Interim Constitution are distributed. Copies of the entire proceedings of the Conference will be mailed to all who attended and also to others who may be interested. *T.W.* will provide further details of the availability of this document.

The Conference Committee was Bill Kingsley (Convenor), Clyde Croft (Secretarial), Geoff Cargeeg (Electra Hall and many etc.'s) and co-opted Allan Harnwell (Finance) and Bill Jessup (Accommodation).

Finally, there just has to be an expression of thanks from the Conference Committee to all who attended, so earnestly participated and expertly gave, for without you there would have been no Conference and no achievement.

—W. J. K.



P.B.P.S. President, Mr. A. P. Wymond delivers the inaugural address at the Conference.

—Keith Kings



a society comes of age

25 YEARS OF STEAM TRAM PRESERVATION

—by Peter Stock
S. T. P. S.

Wednesday 31st March 1943 was a sad day for those people who had an admiration and affection for the steam tram which for the past 64 years had plied the various streets of metropolitan Sydney. Just after 5 pm that day steam tram motor 31 A (formerly of the N.S.W. Government Tramways) hauling two cars departed Parramatta Park terminus to run along the George Street line of *Sydney Ferries Limited* — by then the last steam tramway in the streets of suburban Sydney. It was the last trip of the day — the last forever. With the motor whistling occasionally and the cars oscillating on the worn 40 lb rails, the tram puffed out of Parramatta and steamed into history.

The steam tram was gone.... but not forgotten. At least not forgotten by a group of 12 men who banded together on 11th June 1954, to form the N.S.W. Steam Tram and Railway Preservation Society. It was agreed that the aims of the society would be 'to collect and preserve such items of steam tram and railway equipment, data and references that are of special historical significance'.

One of Sydney Ferries' tram motors, No. 103 A, was sold by that company after the closure of its Parramatta tramway to the engineering firm of Waddingtons (now Commonwealth Engineering) for use as a works shunter. After a decade of service with Waddingtons, 103 A was donated by the firm to eventually become this society's first, and prize, exhibit: the 'foundation stone' upon which the society has been built. No. 103 A was initially taken from Waddingtons and placed in the backyard of then member Bruce McDonald's Homebush home, where the motor cab was rebuilt and a major mechanical overhaul was undertaken.

Thoughts then turned to search for a steam tram trailer — a partner for 103. The only such car remaining intact at that stage was 74 B, then reposing at Byron Bay where, until 1943 it had, in conjunction with saloon car 37 C, been hauled by a Simplex petrol locomotive on the short tramway of the North Coast Steam Navigation Company. After negotiations, this historic car was donated to the society for preservation.

Having acquired these tramway treasures, the society was faced with the task of finding a site where the tram could be displayed and, hopefully, operated. Several locations were suggested, but the one that won favour was Parramatta Park, an appropriate choice as Parramatta had been host to steam trams for a record period of 60 years (1883–1943).

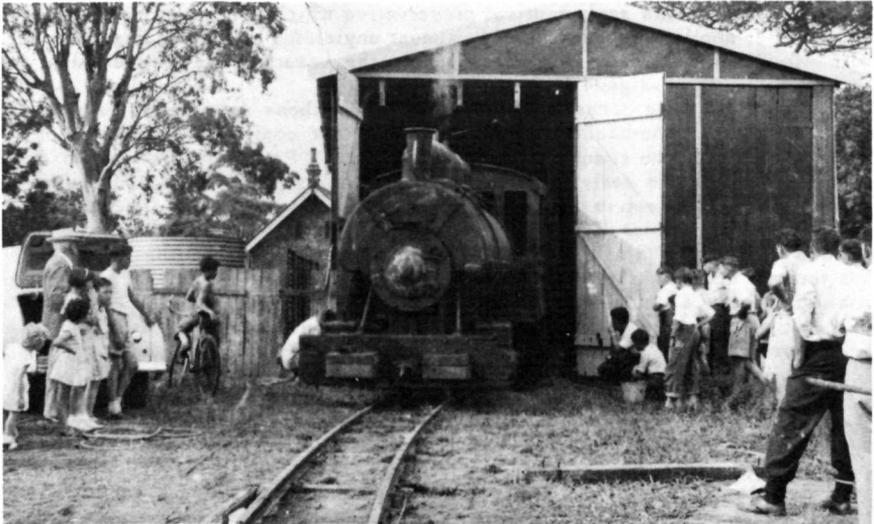
Successful overtures were made to the Parramatta National Park Trust and through the generous and benevolent attitude of this governing body, the society was granted permission to construct a depot and build a tramway within this historic, and former Vice Regal, domain.

The society arrived at Parramatta Park with high hopes and a low bank balance. Its assets at that stage were one tram motor, a tramcar in a state of disrepair, a few worn and rusted 40 lb rails from the former Sydney Ferries tramway, a quantity of secondhand timber and roofing iron, and a bank of 10/- plus the greatest asset of all – the determination of the members to build and operate a steam tramway.

Finance in those formative and pre-operational years was at a premium. A degree of revenue was gained by the sale of society publications and the occasional operation of steam-hauled rail tours. It was in the latter activity that the society pioneered the concept of 'extended' rail tours – trips of two and three days' duration – using mainly smaller and older type steam locomotives which by then were rapidly ceasing to grace the metals of the N.S.W. Government Railways. However, the principal source of finance in those days was usually gained by making cavernous excavations into member's pockets.

In 1956 the society was donated a two feet gauge Davenport locomotive by Quarries Ltd., Kiama, and a short length of mixed gauge track was laid at Parramatta Park to accommodate this engine. Although it was originally intended that the Davenport would be used as a yard shunter, it saw only limited service at Parramatta and was subsequently transferred to the Marsden Museum at Goulburn, N.S.W.

Building construction, tracklaying and restoration progressed as quickly as limitations of finance and labour would permit. There were many disappointments,



Ex Quarries Ltd. Davenport loco in steam at Parramatta Park depot.

–S.T.P.S.

a crisis or two and sometimes a goal which seemed difficult to attain, but these were eventually overcome. One remembers the numerous weekend sojourns in the early days to various parts of the state to obtain donated rails and sleepers 'as is - where is', to obtain seats and other spare parts from tramcar bodies and even to help load, for removal to Parramatta Park, complete locomotives and an odd carriage or two. Another task at that stage was to help demolish old buildings for the reward of gaining for ourselves more urgently required building materials.

In 1962, the society was offered, and accepted, the donation of a partly dismantled saloon type tramcar body. This car, No. 95 C, had been a 'temporary' dwelling and domestic storeroom for the past 40 years but fortunately certain parts (including wheels) required for its restoration were still obtainable at that stage from the Department of Government Transport. Although the 'C' class saloons were electric trams, a certain number of the cars of this type were used (minus electrical equipment) as additional steam tram trailers on the Sydney city lines during the late 1890's prior to the transition of these lines from steam to electric operation. Hence, cars of this type are of historic significance to this society.

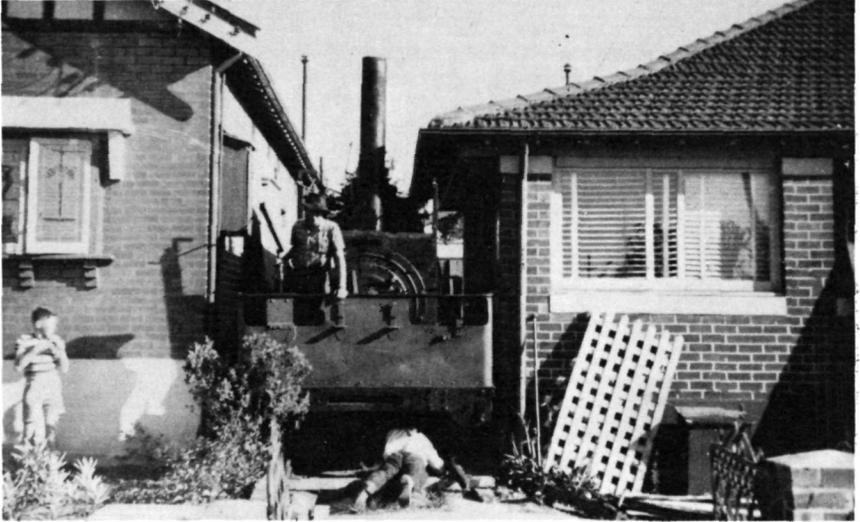
Considerable structural work was required on No. 95 when the society acquired it but it was decided that the amount of renovation required would be less than necessitated to bring 74 B to an acceptable operational standard. As the society was anxious to commence regular passenger operation and thus boost its coffers with the obvious revenue potential the society workforce was channelled into the lesser task of initially restoring 95 C to trafficable condition to 74 B.

No. 74 at that stage looked very forlorn: it sadly reflected its decade of abandonment at Byron Bay. The roof of the shed which housed the car there was so 'ventilated' in parts with rust that it seemed to entice the elements rather than repel them resulting in the faithful old tramcar having suffered accordingly.

When 74 B arrived at Parramatta Park it was devoid of footboards, had a number of broken doors and several smashed windows; it was a ghost of its former self. Several coats of thick battleship grey paint which had been liberally plastered all over the car, inside and out, by its former owners did little to enhance its appearance. This same nautical preservative which had been liberally, if not artistically, applied proved remarkably almost unyielding to repeated assaults with with blowlamps and paint remover, much to the vexation and frustration of the luckless members assigned to the task.

One memorable occasion concerning 74 B in those days comes to mind. It was this down-at-the-heel appearance of 74 B that confronted a busload of not so-young tourists who chanced to be passing through Parramatta Park on an 'Open Day' third Sunday in early 1962. These 'open days' were the custom, then, to promote public interest in those days prior to the commencement of regular passenger operation. Motor 103 A happened to be in steam to shunt cars to facilitate restoration work. Without waiting for an invitation to inspect the exhibits, the bus tourists besieged the tram like the homeward rush from Shelley Beach in days gone by when the Cronulla steam tram was at the peak of its career. These people were not content to just look - they wanted to ride on 'the old Kogarah tram' - it being obvious that a steam tram, regardless of the state of its appearance, has a certain magnetic appeal not associated with most other forms of transport.

Being mindful of the somewhat unrepresentable state of 74's interior at that stage, the society's then President, the late Malcolm Baker, endeavoured to dissuade these would-be 'passengers' from their desire to have a ride. However, generous donations emphasised their eagerness and 103 A was coupled up to accommodate the situation. Mal quickly produced a few wooden boxes to substitute for steps and in his true gentlemanly manner offered a supporting arm to assist the ageing citizens aboard. The tram ran two return trips to the then rail head after which Mal prepared to usher the passengers from the car. However, by then they were completely enthralled and declined to alight. Instead they again



After overhaul in the backyard at Homebush, it needed the demolition of fences and removal of the cab to enable motor 103 A to squeeze down to the street for loading on its way to Parramatta Park.
—S.T.P.S.

(and again) crossed the society's palm with silver donations and repeatedly requested 'Take us up again'. The summoning horn of the waiting bus was ignored as nostalgic enthusiasm mentally cleansed the trams' interior of dust, burnt-off paint scraipings, tools and an odd assortment of paint tins, all the odds and ends normally associated with tramcar restoration. The members were beginning to wonder if the passengers would have to be 'forcibly evicted' so the tram could be stabled. The bus driver was to save the day by threatening to abandon his clientele if they 'didn't come now'. Reluctantly the passengers changed from tram to bus and took with them fond memories — and a liberal coating of dust and grime.

By mid-1964 restoration work on 95 C and tracklaying reached a point where it was decided that the Parramatta Park Steam Tramway would be officially opened on the third Sunday of September of that year, our nearest 'regular' day to the 85th anniversary of the first steam tram service in Sydney (29th September 1879). Accordingly, with due ceremony befitting the occasion, the Parramatta Park Tramway was officially declared open to traffic on Sunday 20th September 1964, thus becoming the first tramway museum in Australia to officially commence passenger operations.

With 103 A on the smokey end and 95 C on the revenue end the tram was quick to attract custom from the passing parade. An average of 33 passengers per trip was carried that day from 2 pm until the termination of traffic. Reflecting on that occasion, it would have been difficult for the members involved to have imagined that a little more than a decade later a tram on that same track would carry, in a single journey, a load exactly ten times the average number per trip* as was carried on the opening day. Who said that steam trams were not popular?

It would have been delightful at that stage to have just settled down and run a tramway but there was, and still is, a lot of work ahead of us. The tramway proved an instant success and work was put in hand to make further extensions to the main line.

.... to be continued

*see *Trolley Wire*, February 1975, p..



LP 147 about to enter No. 1 road at Hamilton depot after completing the last passenger run on the Newcastle tramways, 11th June 1950. —Ben Parle

Newcastle's Tramway Era..... 25 Years Passed

—by KEN McCARTHY

Right on time, at 12.36am, Sunday 11th June 1950, LP tramcar 147 departed from Telford Street, the inner Newcastle terminal, on the last through journey to suburban Waratah..... This event, 25 years ago this month, was the last public trip carried out on the Newcastle Tramways after 63 years of tramway operation in that N.S.W. provincial centre.

This brief article aims at revealing some observations made over the last years of the tramway era in Newcastle.

As mentioned in these pages on previous occasions (June 1970 and Dec. 1973) the closure of the Newcastle electric tramways was a drawn-out procedure. The Port Waratah and Carrington lines were converted to bus operation on 19th November 1938, but World War II prevented any further substitutions until 25th September 1948 when the well patronised Mayfield line initiated the post World War II winding up of the system.

After the closure of the Adamstown tramway on Sunday evening, 16th April 1950, the Waratah line lingered alone for almost two further months. This had been retained until last, due to work needed to strengthen the timber bridge over the storm water canal at Australia Street in Broadmeadow Road near the Showgrounds to take regular double decker bus operation.

The outer ends of the Adamstown, Wallsend and Waratah tramways had been starved for power as only two substations were employed to serve the widespread system of some 24 route miles. One of these was in central Newcastle at Bur-

wood and Hunter Streets (this building of pseudo-Egyptian architecture style still stands) while the other was located near Hamilton railway station. The Wallsend terminus was almost 6 miles from this latter D.C. power source! As the tramways progressively closed the power supply improved, and with the tramcars in best condition being selected for the regular runs over the last few months, the improvement in general performance was notable as the final day approached.

As outlined on page 13, December 1973 *Trolley Wire*, ten LP tramcars were withdrawn from service in Newcastle after December 1938 following the closure of the Port Waratah and Carrington lines. These trams (Nos. 271, 272, 283, 301, 304, 330, 331, 360, 367 and 375) were the earlier style LP cars of the low sided design but all returned to active service by 1942 to cope with increased traffic due to World War II petrol restrictions. Cars 247, 270 and 342, also of the low sided style, were also withdrawn with the above, but No. 270 returned to service in May 1939 and the other two in July and September 1941 respectively.

The full Newcastle fleet of 98 LP tramcars thus continued in operation until 11th October 1943 when No. 236 was destroyed by fire after a collision with a motor truck at a level crossing near Jesmond. No further withdrawals eventuated until the closure of the Mayfield route when twelve partially stripped trams (Nos. 274, 235, 272, 165, 197, 331, 371, 189, 304, 270, 342, 283) were towed by other trams to Ivy Street perway yards at Hamilton Station and then positioned along the railway-tramway sidings by motor trucks. This transfer was carried out on and around 9th February 1949 and all had returned to Gordon Avenue depot, Hamilton, between September and November 1949 for stripping and disposal. During March 1949, trams 198, 247 and 330 were dismantled at Hamilton depot and their roofs later used as bicycle shelters, while on 17th February 1949, the body of No. 311



LP 162 on Australia Street bridge. The strengthening of this bridge for bus operation caused the Waratah line to be the last to close in Newcastle.

—Ben Parle

was lifted from its trucks and positioned on the depot grounds as a Works Engineer's Office.

Prior to dispatch to Newcastle during the electrification period between 1923 and 1926, the LP cars were newly painted in Sydney. The grey, olive and fawn livery was retained in Newcastle until the closure. A green and cream paint diagram and paint shade list were sent from Sydney when the conversion to this livery was completed in 1939, but never eventuated in Newcastle. The last fully repainted Newcastle tramcar was No. 383, outshopped on 20th June 1949. Most Newcastle LP trams received four repaints over the 27 years of electric operation, some received five, but LP 272 and 342 each only underwent two repaints, during 1931/32 and again in 1936!

LP 140 was withdrawn after a head on collision in April 1949 and after that time, trams involved in accidents were stored at the rear of the depot; six others being so treated by the time of the Wallsend line closure in November 1949. Car 375 was released from the workshops in September 1949 after extensive repairs to the left hand corner of the front compartment, No. 2 (coupling) end, this being possibly the last tram so treated.

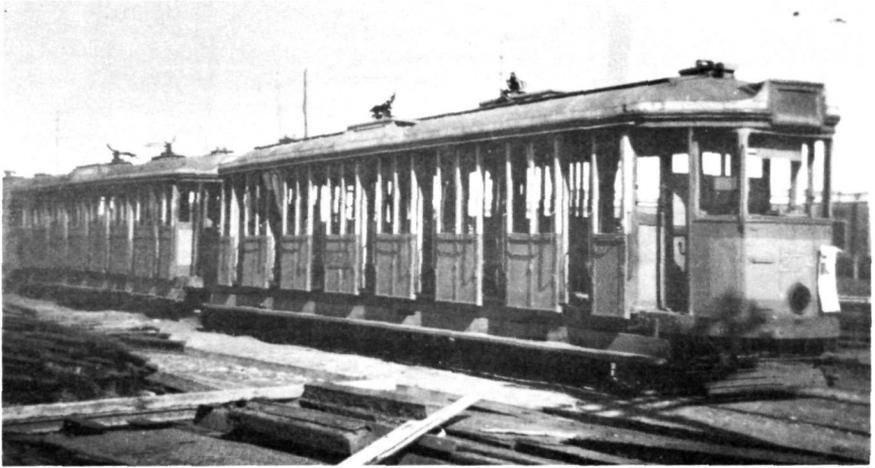
On the last day of operation cars 145, 147, 162, 177, 265, 266, 268, 280, 285 and 364 (total 10 trams) were in service while Nos. 195, 243, 244, 317, 327, 377, 379 and 252 had been in use between the time of the Adamstown closure in April 1950 and the last day. Other tramcars, withdrawn officially, were possibly shunted around the depot yard during this period, and it is possible, (No. 188 being one case in point) that some did re-enter passenger service after being officially withdrawn, during the weeks just prior to the final closure.

LP 197 was an interesting case. It was towed to Ivy Street in February 1949 and returned to Hamilton depot by September for stripping and sale. The body was purchased by the Oriental Hotel at Hawk's Nest, but when the original buyer declined delivery it was resold. This deal did not mature and as the final disposals were reaching completion, No. 197 was towed by two motor trucks to Ivy Street Yard on 1st June 1950. As trams had not traversed these tracks for almost 12 months it is not surprising that the tram derailed twice on this one mile journey along city streets. The car gradually deteriorated and was finally broken up on the perway sidings on 30th April 1954.

In spite of the steel shortages during World War II, the Port Waratah and Carrington street tracks remained in situ for almost a decade. The rails in the vicinity of Bank Corner were removed around May 1942 but as late as 1948 the tracks between Wickham Station and Tighes Hill East were clearly visible in places through the tar road surface. The Mayfield track remained in place until the general lifting program initiated after the general closures in 1950, but the overhead wire beyond Ivy Street Junction, in Maitland Road was removed during 1949.

During the late 1930's a new concrete road bridge was erected at Throsby Creek near Tighes Hill to divert road traffic from the narrow, plate steel structure used by the trams. The Tramway Department did not contribute towards the cost of the new structure as the tramcars continued to use the old bridge. The Newcastle Council's memory was a long one, so the story goes, and when buses replaced the Mayfield trams in 1948, the Council forced these vehicles to use the awkward, roughly surfaced tramway bridge, due to the lack of financial assistance a decade before. The truth of this story cannot be substantiated, but it has been heard from several sources; an agreement was reached within a few days, so the newer structure was again opened to buses.

The track between Croudace Street, Lambton and Robert Street, Wallsend was lifted with greater speed. The $2\frac{1}{2}$ miles between these two points was traversed by open sleeper track, not easily reached from roadways, and thus the road tower wagons were unable to negotiate this section to remove the valuable copper overhead wires. This track was lifted between late January and early February 1950 enabling a start to be made on the overhead wire during March.



LP cars 274 and 235 withdrawn from service and stored at Ivy Street per way yard. No. 274 was the first L type converted to the LP design. Cars 272 and 274 had their matchboard side panels replaced by the P type metal sheets as shown in 1936 and 1935.

—Ken McCarthy

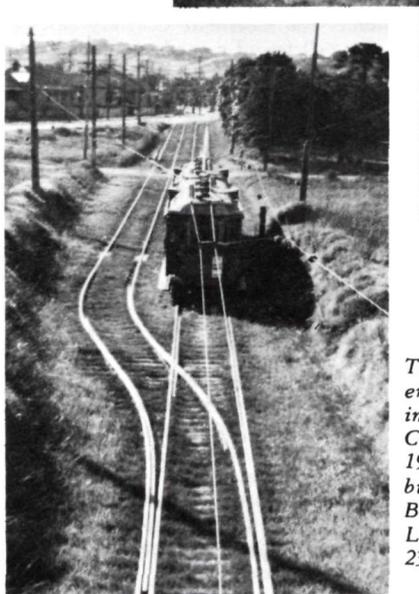
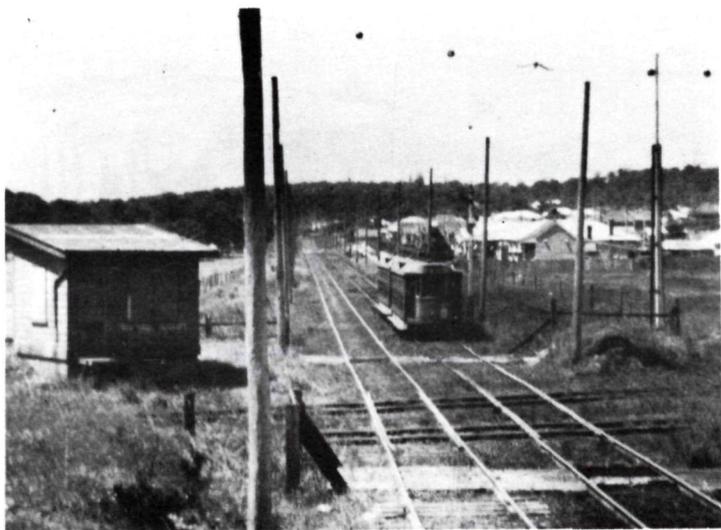
The trolley wire between Lambton and Broadmeadow remained in place until after June 1950, but during December 1949 the overhead in Lambton Road, just beyond the Waratah line junction was electrically isolated from the rest of the system by insulators.

One of the reasons given for the Newcastle tramway closure was the poor condition of the tracks. The track joints in Lambton Road were in shocking condition and the Mayfield line was in poor condition through Islington, but elsewhere the track was no worse or better than many Sydney lengths. In fact this 'unsafe' Newcastle tee rail was used to convert the Corrimal Colliery railway from 'bull head' plant while both grooved and tee rail found a ready market on the South Maitland coal fields for use in colliery sidings.

By early February 1950, however, the curves on the Parnell Place terminal balloon loop and the Telford to Hunter Street curves had all but lost their profile. Throughout February the perway gang was employed in electric welding considerable sections of rail in this locality to restore the head. Both the carborundum scrubber car (131S) and the reciprocating grinder (No.2) were withdrawn from service by this period so an ancient hand guided grinding machine was produced on this occasion. This apparatus resembled a wheel barrow. The huge abrasive wheel was powered by a 600V motor receiving current from the overhead by a wandering lead which had to be dismantled every time a tram was to pass by. The two men charged with the operation of this machine continuously expressed oaths which would make a bullock driver blush as they had to 'fight' the object to make it function properly.

Stripping the LP cars took a considerable time. Tram 269 was the last one on depot tracks, this being dispatched to the Leonora Glass Works at Lambton on 28th August 1951. Car 146 was also located on No. 1 road at Hamilton depot as a plumbers store and was broken up between 1st and 3rd October 1951. But it was doubtful if it remained on the tracks for this length of time.

The conversion of the large Hamilton depot and workshop complex to cater for an all bus operation took a considerable time. During the alteration period many offices were temporarily placed in old tramcar bodies scattered around the site; these, however, were sold and removed during November 1953. LP tram 196



Top: LP cars 379 and 383 bound for Wallsend approaching New Tunnel railway crossing, Jesmond on 5th November 1949.

Centre: The same location on 25th February 1950. The tram track has been removed, but the overhead is still in place.

Bottom: Cars 377 and 151 approaching the Lambton gauntlet track from Wallsend on 23rd April 1949.

—Ken McCarthy

was used as a change and meal room for omnibus cleaners and stood complete, on flanged wheels, located on the bus parking slab until July 1953. Official records of disposal show its date of replacement as April 1952 but personal observations favour the 1953 date.

General track lifting of plant laid in the streets was launched around Easter 1952, the general aim was to have the main thoroughfares cleared and resurfaced in time for the Royal Tour of February 1954. By Easter 1954 rails were still visible on the Glebe, Merewether and Adamstown branches and the outer end of the Waratah line, this situation being reduced to the Glebe and Merewether lines, beyond King Street, by July 1954. The retrieval of the Glebe line for scrap soon after, left the Merewether track as the only lengthy evidence of the once large tramway system. Work on lifting this section commenced during February 1958 and the last piece was ceremoniously removed at the corner of Darby and King Streets on 20th October 1958.

Other odd pieces left in the road have gradually disappeared and the only substantial pieces visible in recent times were the points and sidings at the old Wallsend depot site.

Two experiments were conducted in Newcastle which were later adopted in Sydney. One was the numbering of tram stops; the other concerned the identification of stopping places at the fare section point by a green band on the stop sign post. Numbered stops were ready for use on the Glebe tramway in Newcastle by 2nd August 1948. These extended from stop 1 at Zaara Street to stop 28 at Alice Street (Glebe terminus). Their use spread to Sydney with the treatment of the Bondi line in January 1950. The green band on stop posts appeared in 1949, but this feature had negligible purpose when compared with numbered stopping places.

After 1945-46 separate tram and bus financial statistics were not released in the general annual statements, so from that time there was no way by which the taxpayer could ascertain for himself if the official statement that the trams



'It breaks your !!%?#@!! back'. The hand guided rail grinder in use on the Telford Street to Hunter Street curve, February 1950. The grinding wheel was powered by a 600 volt motor, the circuit being completed by the wandering lead at the left hooked to the overhead and the weighted earth connection on the rail at the right. The old horse wagon, right, carried all the necessary per-way repair gear.*

—Ben Parle

were in a worse financial position than the buses was correct. A blunder by some official around 1952-53 released enough figures to show that trams were losing less per passenger carried than the buses.... enough figures to calculate this conclusion were never released to the public again!

This leads to a mystery concerning Newcastle book-keeping which has still not been clarified 25 years later! The second post World War II fare cost rise took place on 28th November 1948 and this scale of charges lasted until the tramway closure in Newcastle in June 1950. Children's fares remained at 1d. but the adult fares were increased by 1d. to make one section - 3d. (no increase), two sections - 5d., 3 sections - 6d., 4 sections - 7d. During evenings and weekends an additional surcharge of 1d. on the adult fares was made.

By February 1949 new tickets were in circulation in Sydney for the new values. Of the daily alternating 'A', 'B' and 'C' codes, the latter one was replaced by an 'S' series printed in red, being 1d. dearer than the weekday tickets for use during weekends. In Newcastle, however, only tram tickets to the value of 5d. were issued during week days, while at weekends the 'Child 1d.' was the lone tram style ticket on issue. All other tickets above 5d. on weekdays, and all adult fares on weekends were receipted with bus tickets in Newcastle. Tram tickets coded 'NC' (for Newcastle) did appear for issue in Sydney for the missing Newcastle denominations for both the weekday and weekend surcharge forms. The mystery remains as to whether the revenue receipted by bus type tickets in Newcastle but collected on the trams was credited to the tram or the bus account?

The closure of the Wallsend line in November 1949 marked the end of tram-car working on gauntlet track. Earlier sections had been employed on narrow water crossings at North Manly (North Manly Lagoon) and Carrington (Throsby Creek). The example on the Wallsend tramway enabled trams to negotiate a narrow opening under the Lambton Coal Co. railway. A similar cramped parallel opening served the adjacent roadway; this restriction caused the single Wallsend tramway to be replaced by no less than three separate bus routes. One served suburbs on the Newcastle side of the gauntlet track, a second deviated some distance to the north to serve the Lambton area beyond the coal railway, while a third bus route circumnavigated both the gauntlet track section and Lambton to reach Jesmond and Wallsend as the lengthy section of reserved tram track beyond Lambton required the bus to traverse public roads as the tramway was located through wild bushlands.

One of the depression projects of the late 1920's in Newcastle entailed the cement lining of suburban creeks to form stormwater canals, thus easing the local flood danger which was a frequent Newcastle feature up to that time. The main outfall for many of these channels was Throsby Creek and Maritime Service Board's records stressed the importance of keeping the upper reaches of Throsby Creek well dredged to enable flood waters to escape into the Hunter River. A span of the Carrington Bridge, crossed by the trams on gauntlet track, could be readily disconnected and floated away on pontoons to enable dredges to proceed up Throsby Creek. Unfortunately no photos have yet been discovered of this interesting procedure being undertaken.

By June 1950, enough buses were on hand to enable the trams to be withdrawn from the Waratah route on the King's Birthday weekend of that year, while the Australia Street bridge reconstruction had reached a stage where such buses would not have to deviate from the tram route. During the last day, Saturday 10th June, the trams carried routine traffic, but by evening over-average crowds were being transported as Novocastrians took their last nostalgic rides.

Car 147 was rostered for the last journey. It left Parnell Place at 11.15 pm on its second last departure for Waratah with above average loading and returned from Waratah for the City on time at 12.01 am, Sunday 11th June. The final Waratah departure was from Telford Street at 12.36 am, the journey being made with capacity crowds followed by a procession of motorists sounding their horns. The crowd marked the last departure from Waratah with vocal acclaim, as the tram



'Last Tram' at Parnell Place! *O-gauge model steam tram and trailer on point frog at Parnell Place on 12th April 1952.*
—Ben Parle

departed for the last time at 1.19 am following the release of a giant sky rocket which failed to reach any great height, ending up in the adjacent convent grounds. The last departure from Telford Street took place at 1.49 am when car 147, this time carrying only the hard core enthusiasts, made its way to Hamilton depot. The tram was driven into depot road 1 just after 2.05 am marking the end of 63 years of tramway operation in that city.

Footnote: After the successful appearance of N 728 at Ryde terminus in Sydney to mark the centenary of the Ryde Municipality in 1970, a SPER member at Newcastle approached the City Council to ascertain if the return of an LP tramcar (preserved vehicle No. 154) would be possible during the Matara festival in August 1973. This would mark the 50th anniversary of the electrification of the Newcastle tramways. Plans ranged from a static display, to a more active approach of running the tram along the disused street-located colliery railway in Burwood Street, adjacent to the main Festival display area. This latter scheme would have yielded a considerable income for the local charities and would have provided some local recognition for the role played by the tramways and the work carried out by the tram crews in the expansion of Newcastle into the large city of today. Although the Newcastle City Council had access to the necessary equipment needed to transport the tramcar from Loftus depot to Civic Park, the City fathers did not prove as adventurous as their Ryde counterparts three years before. What would have been a most interesting event in the transportation scene for 1973 became the non-event of the year.

Ken Magor is sincerely thanked for making available his copious rolling stock disposal notes for the compilation of this brief article.

CORRESPONDENTS PLEASE NOTE: Due to production difficulties which may become more severe during the latter part of 1975, please regard the deadlines for T.W. material as the absolute latest dates we can accept material with some reasonable assurance of publication. Earlier submissions of course would be more than welcome. —*The Editors.*

SYDNEY TRAMWAY MUSEUM

NOTICE TO ALL MEMBERS

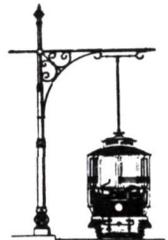
Correspondence has been received from the Hon. Milton A. Morris, M.L.A., Minister for Lands and Forests, concerning the proposed relocation of the Museum, and I quote part of the letter.

'I am happy to be able to advise that I have now approved that the triangular area bounded by Pitt Street, Princes Highway and the railway line for museum (purposes) and that, subject to the Legal Officer of the Department of Lands certifying that the Society is a corporate body and a non-profit organisation, the Society be appointed trustees of the reserve.'

There are many details yet to be discussed before actual physical work can commence, but after six years we at last have a new site, and can now move forward after so many years of marking time.

I trust that this news will create as much enthusiasm within the general membership as it has done for your Directors and when the call comes for assistance at work parties, YOU will be there.

—David Rawlings
General Manager, Sydney Tramway Museum

from LOFTUSSouth Pacific Electric Railway*Tramcar News*

The main activity over the past few weeks has been concentrated on tramcar maintenance. Tony Coady, Ian Waddell, Jim Lucas and Chris Jacobs have been busy on Breakdown car 141 S, which has been given a quick repaint in the cream and green colour scheme carried in service. The tram had been given a protective coat of grey when in store at Randwick Workshops in the early 1960's and had received only very minor touching up since that time. Having spent most of the last 15 or so years in the open, and presently once again stored in the open, No. 141 S was in urgent need of further protection. Since the car is generally on view to the public on traffic days, it was decided that it should receive at least a coat of paint in appropriate colours.

Once the team has finished No. 141, they are being urged to transfer their attention to the exterior at least of E cars 529-530 which are in a sad state, also being forced to remain in the open. Proper scraping down of the paint which still clings in places to the sides of the trams, then a good coat of primer will help to



Top: The Sutherland Shire Silver Band at Loftus on the Tenth Anniversary of the Inauguration of Electric Services. Right: 'Trams Should Be Banned' was a favourite comment of the 50's. We have brought it up-to-date and 'Trammed the Band!' Below: The Sydney Tramway Museum's oldest (C 290) and newest (FM 548) at Depot Junction on the same day.



preserve the veteran set until they reach the top of the restoration list.

The Tuesday night workers have been concentrating their efforts on R car 1740. The old canvas has been stripped from the roof and new material fixed. In view of the difficulty in removing the fascias, and the problem of rotting of the gutters, the opportunity is being taken to fibreglass sheath this area.

Bill Parkinson has been active on the restoration of No. 548. This former Brisbane 'Phoenix' car had received extensive damage to one end driver's cabin while stored offsite. Using parts salvaged from car No. 526, Bill has completely restored the steelwork on No. 548, replaced most of the interior panelling in the cabin, restored the electrical wiring and organised the initial work to be undertaken to allow the tram to enter the paintshop. A plea is entered here for anyone who might have one (or more) 'Phoenix' emblem transfers as appeared on this car to donate same to the Society to place in the appropriate spots after No. 548 receives its repaint.

Other News

Thanks to the Society's fire officer, Jim Lucas, fire prevention measures at the museum site have been greatly improved. It is hoped to conduct courses of instruction in the correct methods of operation of the various items, and in ways of preventing fire situations.

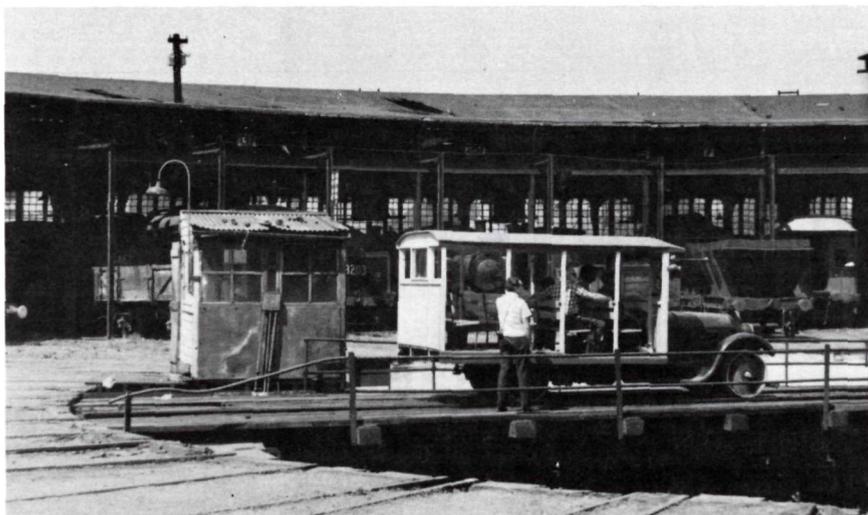
A siding for the storage of spare bogies has been constructed adjacent to the mainline in the enclosed compound. This will enable the spare bogies at present residing in and around the visitor's car park to be placed in a more safe and suitable location. Due to the presence of several large trees in the wrong place, and the fact that our trams can't really be coaxed around 25 ft radius bends, this siding will probably remain isolated.

Between mid-September 1971 and October 1974, visitors to the museum had been puzzled by the machinery stored within the Bush Fire tender yard. It had a trolley pole and tanks were fitted on the roof, but if it was a firefighting tram, then how did it reach the fires, since the tracks ended some twenty feet beyond the fence?. The mystery was solved, of course, when it was explained that the Bush Fire tender was the old blitz truck in the next yard and the tram was a grinder and the notice had not been relocated and etc. etc.

Confusion once more reigns. On 16th May the Bush Fire tender yard became the home for yet another puzzle. This time it is Rail Motor No.3, the Cadillac vehicle from the J. & A. Brown colliery line near Newcastle. This vehicle had operated over the tramway from 1963 until 1965 when electric tram services were inaugurated. Occasional operation continued until late 1968 when R.M. 3 was displaced by Brisbane Dropcentre car 295 and banished to a private garage in Belfield. Later the vehicle was transferred to static display at the Enfield roundhouse with the Rail Transport Museum exhibits. With the gradual movement of RTM exhibits to Thirlmere, time ran out for R.M. 3 which had to be hastily moved once again. The only space was the Fire Tender yard at Loftus which still had the tracks laid since the Grinder had been stored there. So once more we have to answer the questions!

Shed Reconstruction

For several years now, work on the completion of the depot rebuilding has been put off on successive occasions, usually because the money allocated for this work has been more urgently required elsewhere. In May, however, it became necessary to restart the work. One of the factors behind not completing the work has been member-resistance on the basis that the whole thing would have to be moved someday soon anyway. It took some time to convince these members that even if we obtained title to a new site tomorrow, the existing shed would need to be used for six or seven years anyway. So it was that the work was put in hand.



Rail motor No. 3, formerly of the J. & A. Brown Richmond Vale Colliery railway near Newcastle, on the turntable at Enfield Loco during shunting operations.

—Mike Giddey

Then, as might be expected, came the news that part of the new site which has been sought since about 1967 has been made available. Since work on this site cannot be commenced for at least 6 months, and the shed at Loftus will still be required for possibly six more years, members are urged to attend at Loftus to ensure the rapid completion of this (possibly) last major activity on the old site and leave the workforce free to descend on the new site as soon as possible, with the knowledge that the tram fleet will not deteriorate any further due to the disastrous effect of the weather.

from ST. KILDA



Australian Electric Transport Museum

Annual General Meeting

At the Annual General Meeting of the Australian Electric Transport Museum, held in Adelaide on Friday April 18th 1975, the following office-bearers were elected:-

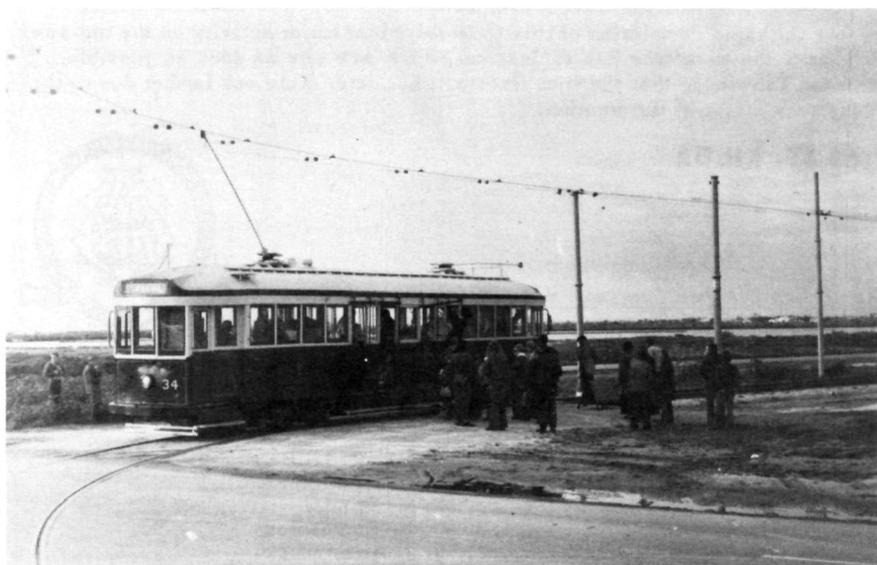
- President* Dr. J. C. Radcliffe
- Vice-President* Mr. C. J. M. Steele
- Secretary* Mr. M. Skinner
- Treasurer* Mr. R. T. Wheaton
- General Manager* Mr. J. R. Pennack
- Assistant General Manager* Mr. R. L. Jenkins
- Operations Manager* Mr. L. M. Fenner

Following a diversification of responsibilities, Mr. R. White will continue



Female platform staff have never yet been allowed to operate the vehicles of the Municipal Tramways Trust, but liberation has come to St. Kilda. Here Jim Burke and his daughter Mrs Beverley Whettters take a break beside car No. 1 at St. Kilda terminus.

—John Radcliffe



Well-rugged up winter crowds prepare to board former Ballarat car 34 at Mangrove Loop, St. Kilda.

—John Radcliffe

to act as Publicity Officer, while Mr. J. W. Hoffmann will assume responsibility for the Publications section. Mr. F. R. Field has been appointed Internal Auditor while Mr. C.J.M. Steele was re-elected as a Trustee.

Works Report

A number of new small projects have come to fruition at St. Kilda over the last two months. The Corporation of the City of Salisbury has been able to secure a disused railway siding at Port Adelaide, and the 80 lb rail from it is eventually to be used to replace the 40 lb rail presently laid between Samphire Road and Mangrove Loop. The new rail has already been laid adjacent to the track and a significant quantity of sleepers have also been salvaged.

The St. Kilda depot is being repainted, the appearance being brightened by the use of additional green trim above the depot doors. The new doors have been fitted to the eastern end of the workshop to allow trams to be taken right through the depot. This allows trucks to be rolled from the workshop to the truckshop at the rear. A new store shed is being erected adjacent to the truckshop.

The Exhibits

Several recent salvage expeditions have been led by Jim Burke to Swan Reach to salvage body parts from C, D and F type cars adjacent to the River Murray. Recent floods have hastened the end of the useful life of these bodies, but the Museum has been able to obtain valuable equipment from them prior to their disposal.

A number of parts have been obtained for recently acquired Leyland trolley bus No. 488. A complete set of original seats have been secured in excellent condition, and these have been fitted. (These buses had 1-2 transverse seating for much of their working life to permit greater standing loads to be carried.) A replacement trolley gantry has been installed, and pole hooks, reversing controller, low voltage generator and switchboard, grab rails and other minor fittings have also been obtained. Trolley poles will not be fitted in its present storage position due to limited roof clearance.

Diesel Bus No. 623

The Museum has given permission to the Municipal Tramways Trust to return the Museum's three door diesel bus, A.E.C. Regal Mark IV 623 to traffic due to a critical shortage of buses following the absorption by the Trust last year of most of Adelaide's private buses, and further absorptions this year. These changes were made at very short notice, and in some cases, the private operators did not wish to sell their buses to the Trust, so replacement buses had to be found by the Trust from within its own resources. Some private fleets have proved difficult to maintain due to advancing age, and these fleets are having to be increasingly bolstered with M.T.T. buses. The M.T.T. has not operated any of the '600' series buses, including No. 623, since 3rd January 1971, though it re-acquired some when it took over Transway services at Elizabeth last year.

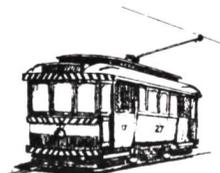
Tram Services

Trams were operated on the St. Kilda Tramway on Tuesdays and Thursdays during the May school holidays, though wet weather did not greatly assist the success of the programme during the first week.

SPECIAL NOTICE:

Would all subscribers please include their subscription *number* with any query or payment being sent to the S.P.E.R. Publishing Department. It saves quite a lot of otherwise wasted time sifting through records which are kept in numerical sequence in the file.

from BALLARAT



Ballarat Tramway Preservation Society

Midweek Tram Services

Tramway operations were carried out most days during the recent school holidays; and average of *circa* 180 fares per day were carried on the trams.

Bungaree House

Plans are in hand for external painting of the house; internal painting is now taking place, the floor coverings are being laid throughout.

(For those readers who came in late.... The B.T.P.S. have been fortunate to secure the use of a railway cottage some miles east of Ballarat, opposite Bungaree railway station. This provides accommodation for the members who travel from Melbourne and other areas away from Ballarat.—*Editors.*)

Passengers

Over 21,000 fares have been carried since traffic operations began.

Tramcar Maintenance

Tram 26 will be lifted in the near future, so that the cracked side frame can be replaced, and when this task has been completed the car will be returned to revenue service.

Sales Department

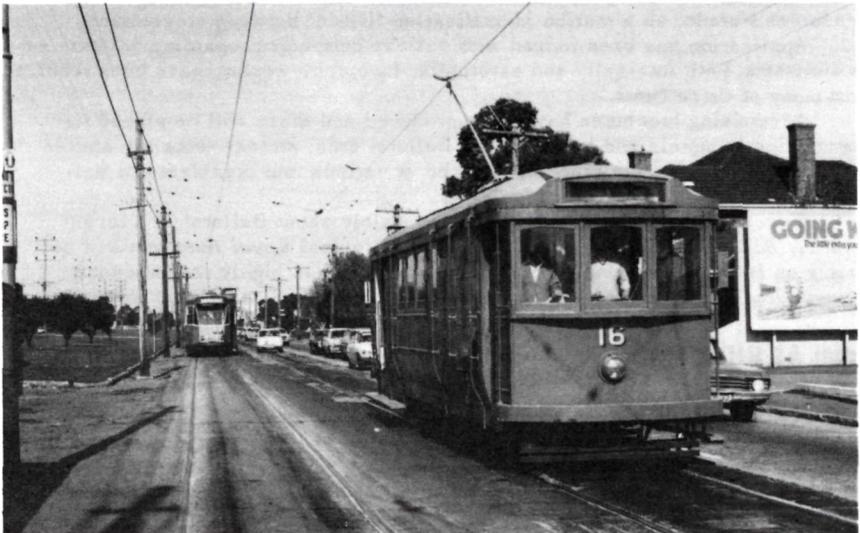
There has been a complete rejuvenation of the sales department with Bill Jessup now in charge with the Bounds brothers, Jeff and Lindsay, still carrying



The 1920's, the Town Hall, Sturt Street and a ubiquitous single truck tram.....
—B.T.P.S. Archives



A somnolent scene taken during the late 1950's, characterises the relaxed atmosphere of the daily working on the Sebastopol route by two now-preserved tramcars, Nos. 34 and 36.
—Noel Gipps



In preparation for driver training in Ballarat, selected B.T.P.S. members were being instructed by Mr. J. Fuller of the Tramways Board Training Centre, on Sunday 5th May 1975. Note the presence of the other low numbered tram.
—Colin Withington

on with their good work. It was resolved that a greater emphasis will be placed on the 'souvenir side' of the department. Advertising brochures, postcards and booklets will form the basic souvenir items. When these are available, do not forget to purchase your mementos, will you? The sales department is, of course, still conducted in the society's museum display; however, as car 26 will be re-entering service soon, the problem of finding a suitable site for the museum/sales has arisen.

Maintenance Committee

With the passenger traffic offering, it is patently clear that a concerted effort will be required to attack the repairs and maintenance on our trams; therefore with the importance of this project uppermost in their minds, our Board has resolved, that a committee of members competent in tramcar maintenance and/or repairs, be formed in order to co-ordinate all facets of this work.

Work Parties

The spare parts belonging to the society have been placed in an off-site storage location; work gangs will be gainfully employed protecting these items from the ravages of the weather.

Publicity

Recently, A.B.C. TV stations screened Australia wide, the activities of this society in *Weekend Magazine*. A recent survey of passengers has disclosed that a large number of them included in their itinerary a ride on the tramway during their stay in Ballarat, after viewing this programme. During interviews on the tram, passengers stated that they saw the programme in their home towns and cities; such diverse places as Albany, W.A., Launceston, Brisbane, Sydney, and many other places. Naturally, the society has purchased a copy of this film for its archives.

On a regular basis, local TV station BTV6 show our trams operating in Wendouree Parade, as a station identification 'fill-in' between programmes.

Application has been lodged with various companies regarding advertising on our trams, both internally and externally; favourable replies have been received from many of these firms.

Advertising brochures have been produced and these will be placed for distribution in motels and hotels in the Ballarat area; arrangements are also in hand to have some of the brochures palced at various tour organisers in Melbourne.

We received favourable mention in an article about Ballarat in a recent Saturday edition of *The Herald*. The R.A.C.V. journal *Royal Auto* featured an article on Ballarat in which, a ride on our tramway was highly recommended. *Caravan World*, May issue, also made mention of B.T.P.S. trams and tramway.

from ALBION PARK



Illawarra Light Railway Museum Society.

Open Day

The minor open day planned for 12th April, on the occasion of the visit of a group of Railway Historical Society members to discuss future plans for the housing of their *South Bulli No. 2* loco, developed into a major show. The event seemed



Top: Lloyd Hartnett rail tractor hauls a load of visitors on the loco branch at Albion Park during the recent Open Day, while, Below: the Malcolm Moore loco tows the shop trolley-mounted Shay loco boiler to its new location.

—Ken McCarthy



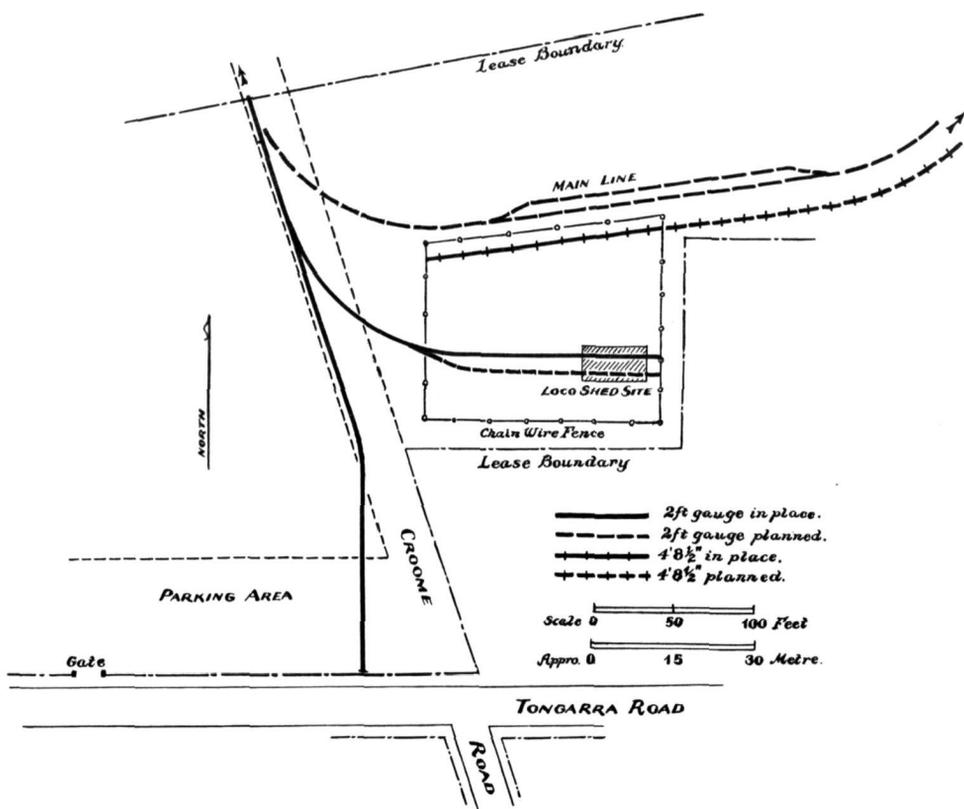
to spread by 'word of mouth' and throughout the day a constant stream of visitors brought the attendance to almost 200!

The South Coast Model Engineers had several locos in steam on their adjacent tracks, while the Lloyd Harnett 2ft gauge rail tractor appeared at Albion Park for the first time and proved popular hauling wagon loads of children along the loco shed branch. The Malcolm Moore loco remained on the Old Croome Road track carrying visitors on flat trucks fitted with seats and in the meat wagon. This last relic proved to be the most popular item in traffic.

Rail Retrieval

Thanks to the Clutha Group, the I.L.R.M.S. was able to lift and take delivery of some 20 lengths of 30 lb rail on 25th January. On 26th April a return visit to Tongarra Colliery resulted in a similar quantity being obtained. Ten of these lengths were removed from a very steep incline where the work party had difficulty in keeping a foothold, but the successful conclusion of this project has provided enough rails to construct two roads in the loco compound.

Track construction is making good progress at Albion Park. Some 650 ft of 2ft gauge perway is now in position, while the first lengths of 45 lb plant, which will be used exclusively on the mainline, has been laid. The Old Croome Road track is in 30 lb and 35 lb as this will only be used for shunting and display purposes. All track is spiked to standard gauge sleepers cut down to 5 ft length, spaced at eight sleepers to a 20 ft length of rail. Thanks to the generosity of the



local gravel quarries, all per way sits on a 5 inch thick bed of ballast, which is packed and then filled to sleeper tops.

Electric Locos

On 5th April a work party dismantled eight side brackets from the traverser-ram system of the disused Federal Coke Works at North Wollongong. These will support the overhead wire for the I.L.R.M.S. electric locos along the Old Croome Road track. Several poles have already been stockpiled at the museum, while a column mounted permanent trolley pole has been fitted to the Gemco loco and S.P.E.R. member Bill Parkinson has adjusted this mechanism so that it tracks through overhead trolley wire fittings. A second electric loco has been donated to the Society and further details will be released when it is delivered at the museum.

Loco Movements

The Hampton-Palmtree Shay locos were last in service in 1935. On 3rd May, Shay No. 2, mounted at present on 2ft gauge shop trucks, was hauled from the Tongarra Road end of the track to a new store position at the northern boundary. This was possibly the first time in 40 years that this loco had moved on rails! One member built up a fire in the smoke box, the plume arising from the diamond stack made the move a nostalgic event.

On 13th May the I.L.R.M.S. 0-6-2T Perry 2ft gauge loco arrived at Albion Park. This had been stored at Kembla Grange for two years awaiting the finalisation of a site lease and the initial preparation. The Society is grateful to The Southern Engine Reconditioning Co. for providing store space during that period and to Robinson's Illawarra Transport and B.& W. Steel Crane Hire for conducting the movement of this relic.

Site Progress

By mid May, work was well in hand on erecting the pipe posts around the northern and western perimeter of the loco compound. The east and south boundaries were completed earlier in the year but extensive wet weather during March and April caused a temporary halt to the programme. Considerable time has been spent in mowing the area during April and May, but the onset of winter will keep this task in check. On 6th April a work party of Illawarra R.T.M. members completed the standard gauge (80 lb rail) track within the compound area. At present the 0-6-0T South Bulli loco is the only occupant of this track, but further items should join it in the near future.

Correction

Photo caption p.17 February 1975 *Trolley Wire* – it seems that the smaller loco in the A.I.&S. scene was *Platypus*, and not *Wallaby*, as stated.

from BYLANDS



Tramway Museum Society of Victoria

Trackwork

Work on the depot fan has progressed at a slower rate than expected due mainly to difficulty in bending the ex-Geelong grooved rail. The mainline turnout was completed in March, the mechanism has been overhauled and fitted to the blade and ballasting of the turnout commenced. The connecting curve and straight between the mainline point and the point into 1/2 roads has been laid and only



Bylands depot showing the depot fan nearing completion on 13th April 1975.

—Gary Davey



During 1974 the electric tram tracks in High Street, St. Kilda, which had been laid in 1926, were removed to allow rebuilding of the carriageway and revealed portions of the old cable tramway still in the road. Here we see a yoke of the cable tunnel.

—Graeme Breydon

remains to be ballasted. The curve into No. 2 road is being laid in 80 lb rail with bolt-on flange because of the rail bending difficulty. The curve into No. 1 road is now all that remains to be done. When this is completed, final aligning and packing of the depot fan will be carried out.

In other locations around the museum area, efforts are being made to remove sections of broad gauge track no longer required. Two lengths of rail and a number of good sleepers have been removed from the Union Lane level crossing, while the remaining section of the railway goods loop is being dismantled. Once the depot fan is completed, it is intended to switch the track gang back onto the mainline regauging in order to extend the trackage available to the horsecar by a further 200 metres.

Workshop

The restoration of horsecar 256 completed, and its subsequent removal from the workshop allows the opportunity to clean up the area and continue development. The last major components of the wheel lathe have been assembled and moving parts lubricated. A bench has been constructed next to the wheel lathe against the west wall of the workshop and a bench vice has been installed. In addition, an area of wall space above the bench has been lined with masonite.

Depot

Eight cubic metres of gravel have been delivered and, while some will be used as ballast, a quantity has been spread between the west wall and No. 1 road. Small strips of corrugated iron have been laid at the bottom of the west wall to stop seepage from the bank entering the depot.

Public Toilets

Although still requiring some attention, these much needed facilities are now operative. The toilets are prefabricated sheds obtained some time ago, which only required setting up on blocks and the erection of privacy screens.

Tower Wagon

The restoration of the vehicle to 1941 condition is continuing rapidly. Many of the various wooden equipment boxes have been removed and painted orange as 'home-work' projects and then refitted at Bylands. The front bumper bar has been straightened, rechromed and refitted making a remarkable improvement to the appearance of the vehicle. At the same time the opportunity is being taken to attend to some mechanical problems as well.

Cable Trailer No. 153

The acquisition of this tram was mentioned in *Trolley Wire* last October. Using a hire truck, No. 153 was transported from its former resting place at St. Arnaud to Bylands on Sunday 13th April. To facilitate its placing in the depot, involved removing the 21E truck from its position in front of the Ballarat scrubber car. The cable tram was unloaded late in the evening by a crane and the 21E truck replaced in the depot. Our thanks must go to the members who stayed to 11 pm to complete the job. Cable trailer 192 has been jacked up and placed on timber trestles so that bolsters can be fitted.

Spare Parts

Through the generosity of the Lord Mayor's department of the Melbourne City Council, we have obtained trolley bases, gongs and several other fittings from Victorian Railways' standard bogie car No. 31. This car, which can only be described as a shell, is located in the Lord Mayor's Children's Camp at Portsea. Also located in this camp is V.R. narrow gauge loco N.A.3.

Operations

Regular operations of our horsecar began on Easter Sunday; since then, as well as carrying passengers, driver training has been commenced. It is necessary to have a roster of at least six drivers, at the time of writing four have qualified. Driving a horsecar is not as simple as it may be thought, however our horse 'George' is proving a patient and reliable tutor.

Publicity

The Society has recently participated in two minor exhibitions. The first was held on 19th April at the Brighton State School to which the Society contributed a number of photographs. The other exhibition was a three day affair held by the Prahran Historical and Arts Society in late April.

Store Rooms

The M.&M.T.B. have generously allowed us the use of a number of rooms in Malvern depot for use in storing exhibition material, library and archive material.

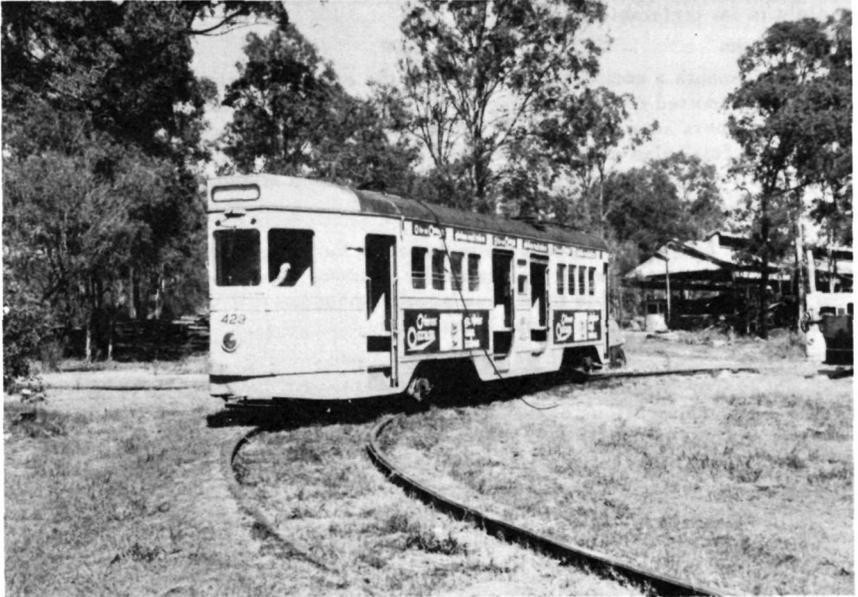
from BRISBANEBrisbane Tramway Museum Society*More Tramcar Movements*

Once again, the months of April and May saw trams on the move at Ferny Grove. The first FM car removed from between the workshops and store shed in February, No. 429, was moved into the depot partly under its own power and partly with the aid of the ever useful tree-puller. Mobile power unit, scrubber car 15, provided the power which drove No. 429 from in front of the workshops to halfway up the hill to the depot; however, here the combination of a steep incline and a sweeping curve meant that No. 15 was unable to keep up the required number of volts and the tree-puller winched No. 429 the rest of the way. No. 429 was stabled in road 3 in front of No. 544. As the restoration workers had completed work on one side of dropcentre 341, and the other side was too close to DC 300 in their confined storage in the workshops, it was decided to move No. 341 to the depot to enable work to continue uninterrupted. This work was carried out in the early part of May, and a large number of members put in a dawn to dusk work effort getting No. 341 out and well on her way to the depot. The difficulty was that No. 341 was not on track connected to the three-way point workshop fan and temporary track had to be laid to facilitate her removal. This was done using prefabricated steel-sleepered track made up at the old storage site, and mobile track, including a ramp, acquired from the Brisbane City Council after the closure of the tramways. The days work saw No. 341 on the depot approach track, and she was moved to the depot the following day. The vacant space in the workshops has given us an opportunity to remove two cars that have been more or less in the way in the depot. The weekend following No. 342's move saw cars 41 and 14 placed in the workshops once again using temporary track built for the previous move. The work party that day was ably assisted by A.E.T.M. member John Hoffmann who was on a weekend trip to Brisbane. Needless-to-say, No. 14 presented us with a few more problems than No. 41, the horse car replica, which we could have carried on our backs!



Above: DC 341, Scrubber 15 and horse car 41 on the depot track. No. 15 was supplying power to move No. 341; the horse car was on its way to the workshop for storage. Below: FM car 429 rounds the sharp curve from the workshop towards the main depot access track.

—Tim Atherton



Depot Progress

The Colorbond sheeting, for walling the depot building and the front of the workshops, was delivered to the museum during late April, along with the Z-girts to which the sheeting is bolted. The sheeting was immediately stored under cover to prevent any possible deterioration. The roof on the depot is now completed, a massive task, on which a number of determined members worked well and hard for a long time. Preparatory work on the walling of the depot has begun. This has included the building of a baffle wall along the rear of the shed and along the south-western wall. Some Z-girts and uprights have been welded to the front of the north-eastern wall of the depot to give us an idea of the layout needed to erect the Colorbond. It is intended to utilise scrubber car 15 as the power plant for the welding work in the depot. The middle road has been purposely left clear of cars to enable No. 15 to run the length of the shed as welding progresses. In the middle of each bay of the depot an upright of spare 60 lb rail will be welded into position. Horizontal Z-girts will be welded to this and the Colorbond welded onto these. Pop rivets have been suggested as the best means of securing the Colorbond, however, there is doubt as to whether they can withstand the tremendous expansion in the hot summer sun, and alternatives are still being looked at. (Select metal thread screws with neoprene washers as recommended by Lysaghts may be a possible answer.-W.M.D.) Nearly all the fascia has been installed around the shed and enough roofing iron provided by members to complete the extension of the roof by approximately 18 inches over the fascia. The next step will be to install guttering and downpipes.

Electrical Work Continues

During May, electrical supervisor John Hudson installed power to the depot, and lighting in the substation. This much needed work will enable the restoration work parties to use their power tools in the depot without having to use long extension leads from the workshops, and will also enable work on installing of the substation leads to continue at night, especially in the hot summer months when working at night is far preferable to daytime.

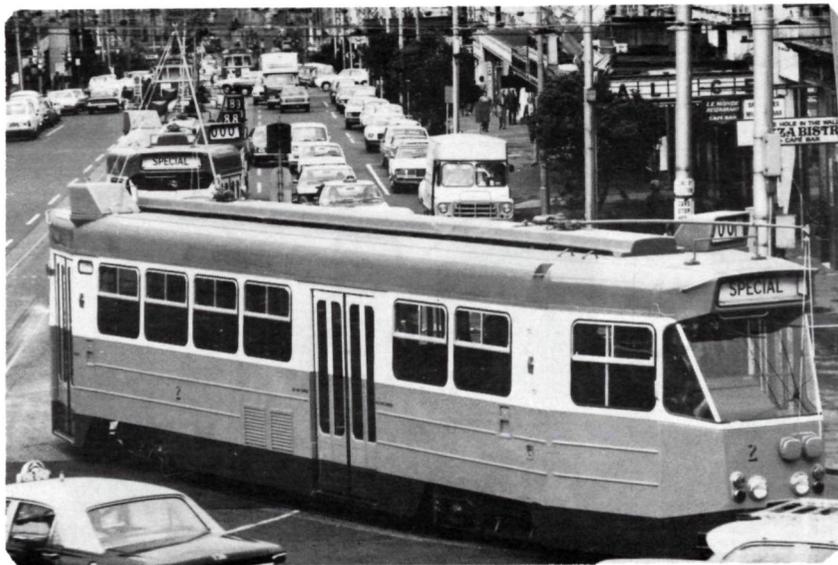
Museum Plan

This month a comprehensive plan for the overall development of the museum has been submitted to the members for discussion and suggestions. It is intended that all members should be able to submit their ideas and improvements and that an overall and final plan should be decided on at a meeting to be held in the future, at which all members interested and concerned should attend. The original plan, as it stands, has undergone

as it stands, has some very ambitious projects, but it has created the desired effect - discussion, suggestion and involvement by members. We hope that in the very near future we will be able to release to other museums a detailed plan of what we hope our Museum will eventually look like.

Other News

Tram Sheds Go: In line with the present widening of Coronation Drive from the City to Toowong, sections of the Brisbane City Council Transport Department headquarters in Coronation Drive have been demolished to enable an extra lane to go through. The two buildings involved included portion of the old tram body building shops where FM and dropcentre cars were assembled as recently as 1964, and the ex-tramway overhead line depot buildings, from which all repairs and installation of overhead wire was carried out.

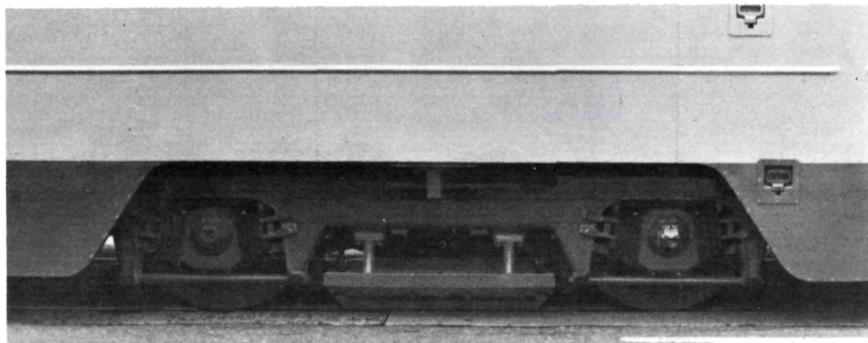


New tram No. 2, followed by No. 3, leaving Bourke Street on return to Preston Workshops after bringing guests back to the city after the unveiling ceremony.
 —Keith Kings

MELBOURNE'S NEW TRAMS

On 30th April, Members of Parliament and senior transport officers visited Preston Workshops to view progress in the construction of the new cars. After the inspection, cars Nos. 1, 2 and 3 transported the officials and members of the press back to Parliament House. The trams continued down Bourke Street to shunt and then returned to the workshops. On Monday 5th May, No. 1 entered service on Route 64 to East Brighton and on 7th May was running on Route 72 to Camberwell. Cars 1 to 5 are now complete and available for running.

Such was the overwhelming response by correspondents to *Trolley Wire* concerning the new trams, that we felt justified in offering this photographic tribute to the modern thinking of the M.&M.T.B.



A view of the new bogies. We hope to present details at some future date.
 —Mal McAulay



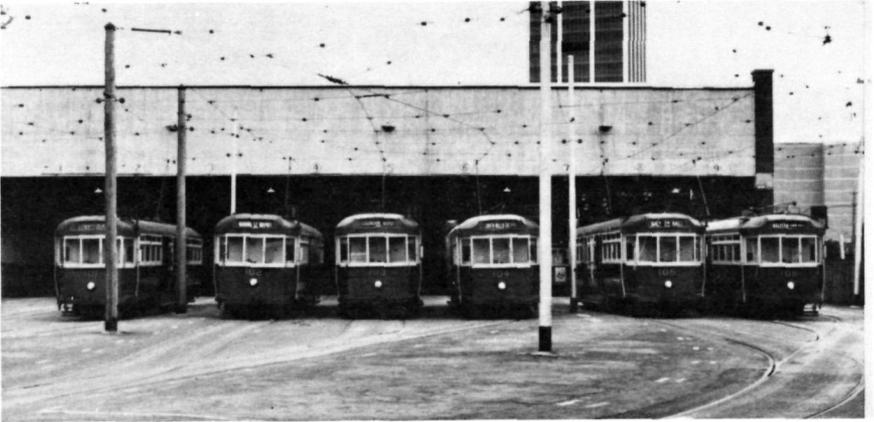
On 10th April the new cars ventured onto the streets for trial runs. At that stage they still had to be officially numbered, so carried temporary number discs for identification. Here 'No. 1' operates in Miller Street near the Old Preston depot.

—Graham Pegg



'Space Age' appearance of the control panel of the new trams is rather unusual to those of us more used to the hand operation of K6 controllers and Westinghouse air brake valves.

—Mal McAulay



With withdrawal imminent, the six L class cars of the M.&M.T.B. fleet were recently transferred to South Melbourne depot where Mr. R. Sholten was on hand to photograph the six cars lined up in numerical order on the depot fan.

CITY SECTION – NEWS OF THE M.&M.T.B.

New Uniforms

To co-incide with the introduction into service of the new trams, new uniforms have been issued to drivers and conductors of the new vehicles. They have large square lapels and the colour is chocolate with a lemon shirt and a brown tie. The female version is a lighter colour but still with the lemon shirt and brown tie.

It is understood that, for the time being at least, the new uniform will only be issued to crews on the new cars.

New Passenger Shelters

The Board is building 25 new tram shelters for placing at various places around the system. The first one at the corner of St. Kilda Road and Kingsway was placed in position in early May. The shelters are built at Preston Workshops and a framed in prefabricated steel with toughened glass windows and the roof is of waterproof plywood. The shelters cost \$2,000 each and paid for by the Ministry of Transport.

Bridge Road Reconstruction

The tram tracks in Bridge Road Richmond are being reconstructed between Church Street and Hawthorn Bridge. At the moment, the tracks between Church Street and Burnley Street are being relaid with a new type of rail. This rail has a square head and no groove, the groove is now formed in the concrete by running a trowel along the head of the rail. At present the down track has been completed and the up track is nearly finished.

Cable Cars No. 1.

On 1st May 1975, cable car No. 1 was officially unveiled by the State Premier, Mr. Hamer. This car, which was restored by the M.&M.T.B. at Preston Workshops is in a bullet-proof glass shelter at the corner of Little Lonsdale Street



*Official unveiling of cable tram set No. 1 at the Science Museum, on 1st May.
—Keith Kings*

and Russell Street behind the State Museum. A section of cable conduit is included in the display, and also the only surviving grip has been placed in the car with a mirror to show the relationship between the grip and the actual cable.



BUS STOP



the untypical blue and white colour scheme by the Newcastle workshops staff. On the left is ex M/O 2427, a sometime Newcastle bus, now owned by the local H.C.V.A., while on the left in cream and red is ex M/O 2092, used for a time by Rover Motors and now used as a caravan.

ANOTHER significant event in Newcastle's transport history occurred last month when the last Government operated double deck bus left Hamilton depot for Sydney on 24th May 1975. The bus, No. 2769, was also the last forward engined double decker to be placed in service by the former Department of Government Transport, on 4th February 1954.

Double deck buses had operated in Newcastle since 1936 when M/O 1002, a Leyland *Titan* T.D.1 of 1929 vintage arrived from Sydney. This had been one of many buses acquired by the Government when taking over the extensive private fleet of the Metropolitan Omnibus Transport Co., owned by the late Sir Frederick Stewart.

In 1938, a number of new Leyland *Titan* T.D.5 double deck buses were sent to Newcastle for the conversion of the Port Waratah and Carrington tram services. The post war tramway replacement program was completed with the closure of the Waratah line in June 1950. By this time the double deck fleet had been augmented by further buses of the 'post war' batches on Leyland OPD1 and OPD2 chassis. The construction during the early 1950's of single deck buses of the under-floor and front engine variety enabled the pre-war vehicles to be withdrawn, the last the last one surviving until 1963.

In 1967, construction of new underfloor engined Leyland *Leopards* was commenced. In December 1967, ten of these vehicles arrived in Newcastle and as further deliveries were made, so the post war double deckers were returned to Sydney, some to be used from Sydney depots, many to be sold. The ex-Newcastle buses could usually be identified by their having the destination and route number box glass set in rubber gaskets, as were the other fixed panes around the bus. Later returns did not have this refinement but often re-entered service in the modified Newcastle colour scheme in which dark green replaced the black lines and the mudguards were painted the mid green of the side panels instead of black.

The departure of No. 2769 for Sydney marked the end of another chapter in Newcastle's transport history, all the more significant since the ultimate vehicle to replace the trams – the double decker bus – missed by several weeks in surviving the trams by 25 years.

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Then and Now.... Above: 30 class tank engine 3024 approaching Riverstone on the Richmond branch railway west of Parramatta. This was a typical suburban scene in Sydney from the turn of the century until the 1920's when electrification was carried out. Steam hauled trains ran regularly to Richmond until the late 1960's, being gradually replaced by rail motors. Below: The scene has changed with the official opening on 22nd May of the electrification as far as Riverstone. Here we see, at right, the official train, double deck sets S35 & S36 (8cars); at centre, suburban car set F39 (8 cars) while at left, 2-car diesel train set 633/733 provides service on the outer, non-electrified section of a line which was originally intended to be a horse drawn tramway!

