"A "TRACK" OF TRAMS!"

With the cessation of tramway operation in the Victorian provincial cities of Ballarat and Bendigo last September this once popular form of public transport has now disappeared from the Australian scene except for the Melbourne metropolitan area and one inter-urban line in Adelaide. The writer rode trams in all States bar Western Australia and though they could not delay "progress" in many cases they were so "right" for their time and environment.

In particular are vivid recollections of the dark red and yellow of the Launceston trams (the only ones noted not in the usual "green" liveries). The open upper deckers of those from Hobart and a tram near the gardens at Ballarat! A move is afoot to preserve the scenic line around Lake Wendouree — more power to their trolley poles!

However, on a visit to the Model Railway Exhibition in the Lower Sydney Town Hall on the Eight Hour Day holiday a number of tramway publications were acquired which are briefly noted. (Please order direct from the publishers if interested.)

"DESTINATION G.P.O."

Electric Tramway Rolling Stock of Hobart and Launceston.
56 Pages and Cover, 7½" x 9¾". Illustrated. 60 cents and postage. Traction Publications, P.O. Box 438, Canberra City, A.C.T. 2601.

"THE BALLARAT TRAMWAYS — An Illustrated History."
64 Pages and Cover. 7½" x 4¾". 85 cents. Posted. Australian Railway Historical Society, Victorian Division, Box 5177AA, G.P.O., Melbourne, Victoria, 3001.

"THE BALLARAT TRAM"
16 Pages. 8½" x 6¾" (Duplicated). Line Drawings. 20 cents. Posted.

"THE BENDIGO TRAM"

ILLAWARRA, from a Correspondent:

"The Sydney Herald," 16th October, 1834.

The beneficial effects resulting from the visit of His Excellency the Governor (1), to the district of Illawarra, are already very apparent. Several neat cottages have, since that, been built in the town of Wollongong and many allotments have been applied for, for purposes of building and will be disposed of when the survey of the town is completed, and the streets marked out, which is expected will be done in the course of the ensuing week, as Major Mitchell is now actively employed in the district. (2).
That officer, we learn, has succeeded beyond his most sanguine expectations in discovering a new line of road from Wollongong over the Mountains, part of which I have inspected. That officer will be entitled to the thanks of every inhabitant in the District, his line from the Harbour was through the estate of Dr. Osbourne, R.N. (3) and J. S. Spearing, Esq. (4). The latter gentleman has been established on his estate for seven years and had not the slightest idea that it was possible to get so good a line.

I hear that even over the Mountain, horses will be able to go at a trotting pace, in harness, and shorten the distance five miles; this will bring the district within the reach of small Settlers, and their carts. Should this Colony again be visited with a long drought, Sydney could be supplied with vegetables for which the loose alluvial land, and the humid atmosphere is well adapted. As a further proof of the growing importance of this District, I may mention that there was yesterday, a Meeting of the inhabitants of Wollongong, to consider the propriety of building a hospital for the accommodation of their convict servants. His Excellency, I understand, having offered £50 to aid the building, and in a few minutes £200 was subscribed for that laudable purpose (5). This, of itself, is a proof, if any were wanting; of the rising importance of this fine District. The following Gentlemen have been appointed a Committee, to correspond with the Local Government: (6) Rev. F. Wilkinson, J. S. Spearing, F. Jones and W. Wilson, Esquires.

Notes:
(1) Governor Bourke, April, 1834.
(2) Government Gazette notified Mitchell’s Plan of Town of Wollongong, 26th November, 1834.
(3) John Osborne, of “Garden Hill”, now the site of the Wollongong Hospital.
(4) Of “Paulsgrove,” Mt. Keira.
(5) Nothing appears to have been done.

MUSEUM OF HISTORIC ENGINES & SCENIC RAILWAY — GOULBURN, N.S.W.

This 24 acres of land and water, set on a bend of the Wollondilly River, is being developed by the City of Goulburn as a contribution to the national heritage of Australia in its industrial and commercial progress.

In 1883 a site for the storage and pumping station of Goulburn’s reticulated water supply was chosen to be situated a few hundred yards upstream on the left of the bridge. A weir was built and both the bridge and the weir took the name “Marsden” from a local landholder. A steam-driven pumping engine was installed in a brick building adjacent to the held water.

Electric pumps were installed in 1918 and 1932 in annexes to the original building and the steam engine was not used again.