

firm of building contractors, for their offices and joinery workshops, etc. However, the electrification and subsequent operation of the Mitcham to Adelaide Tramway lies outside the scope of this article.

In conclusion, the author's thanks are extended to

Messrs. Robert Guthrie, E. Harris, W. Horsfall, Harold Horsfall, Percy Hartshorne, A. Warren and Monica Chaston, and posthumously to Eric Bowes, Lionel Kingsborough and Bart Wiles, for their assistance in many ways in the preparation of sketches, material and data.

### PROVINCIAL SUBURBAN TRAINS ON THE QUEENSLAND RAILWAYS

(Qld)

(Bulletin Nos. 420 and 421 — October and November, 1972)

Mr. J.W. Knowles writes:

Another short suburban service within **Mt. Morgan** was that to **Kenbula** 1¼ miles to the south, on Friday evenings, leaving Mt. Morgan at 7.15 and 10.15 p.m., and returning from Kenbula at 7.45 and 10.45 p.m. A stop was made at Talban (Red Hill), one mile from Mt. Morgan. The service was introduced in February, 1916. There was no siding at Kenbula, but as the journey took only 7 minutes, and 23 minutes were allowed at Kenbula, before returning, it would seem that the train ran empty to Ulogie, 53 chains beyond, where there was a siding, to run around. Presumably, this is why the 1920 Sunday services to Ulogie, mentioned in the article, ran that far. It is not known how long the Kenbula service lasted; it had gone by 1923. Mr. R. Milne's note in the Queensland Division's "Sunshine Express" for July, 1962 (p.161) is the source of information on this service.

The passenger services between **Maryborough** and **Urangan** were curtailed from 24th July, 1972 following a fuel shortage and completely withdrawn after Sunday, 6th August, 1972. The average number of passengers was 25 per day (apparently on all four one-way trips), annual revenue was \$8,892, and the Q.R. considered the cost of operating the service to be \$32,864 per year.

From 13th August, 1972, weekend services between **Rockhampton** and **Yeppoon** were withdrawn. The Sunday service was averaging 72 passengers during the summer, when it was worked by a passenger train and 20 during the winter, when it was worked by a railcar. The Saturday service averaged 12 passengers. Although the summer Sunday patronage was respectable, (though far below the days of two Sunday trains to each of Emu Park and Yeppoon), fares were very low, and costs, especially in crew time for Sunday work, very high. The only passenger services on the branch now are the weekday commuting trains, and one inbound on Saturday mornings.

Some additional information has come to hand on the two Q.R. **Purrey Cars** used on the **Lakes Creek Tram Train** by courtesy of Mr. R. Emerson, formerly a driver of the cars. Both motors (30 and 31) and both trailers (32 and 33) were built with open bodies as shown in the photograph on p.201; the motors and at least one of the trailers were later fitted with waist high walls with a door on each side for each compartment and pull-down blinds.

The Q.R. cars were compounds, as were Rockhampton City Council trams 7 and 8, and separate cylinder cock controls were provided for the high and low pressure cylinders. Two automatic pumps were provided for boiler feed water, and, as on the Council trams, a float in the boiler drum told the driver the level of

water and brought the pumps into operation. For the information of the driver when operating the car from the rear platform in reverse, a cord was attached to the float, and operated a marker on the rear platform. The cars were fitted with Detroit lubricators, with sight feeds. Hand brakes only were fitted.

The two Purrey cars were kept in the running shed at Rockhampton among the locomotives, and were lit up by the shed staff. They did not use the normal locomotive water supply at the shed however, as this was considered too dirty for boilers with sensitive tubes; instead, they were watered from the city water supply at a special standpipe at Rockhampton (Stanley Street) station.

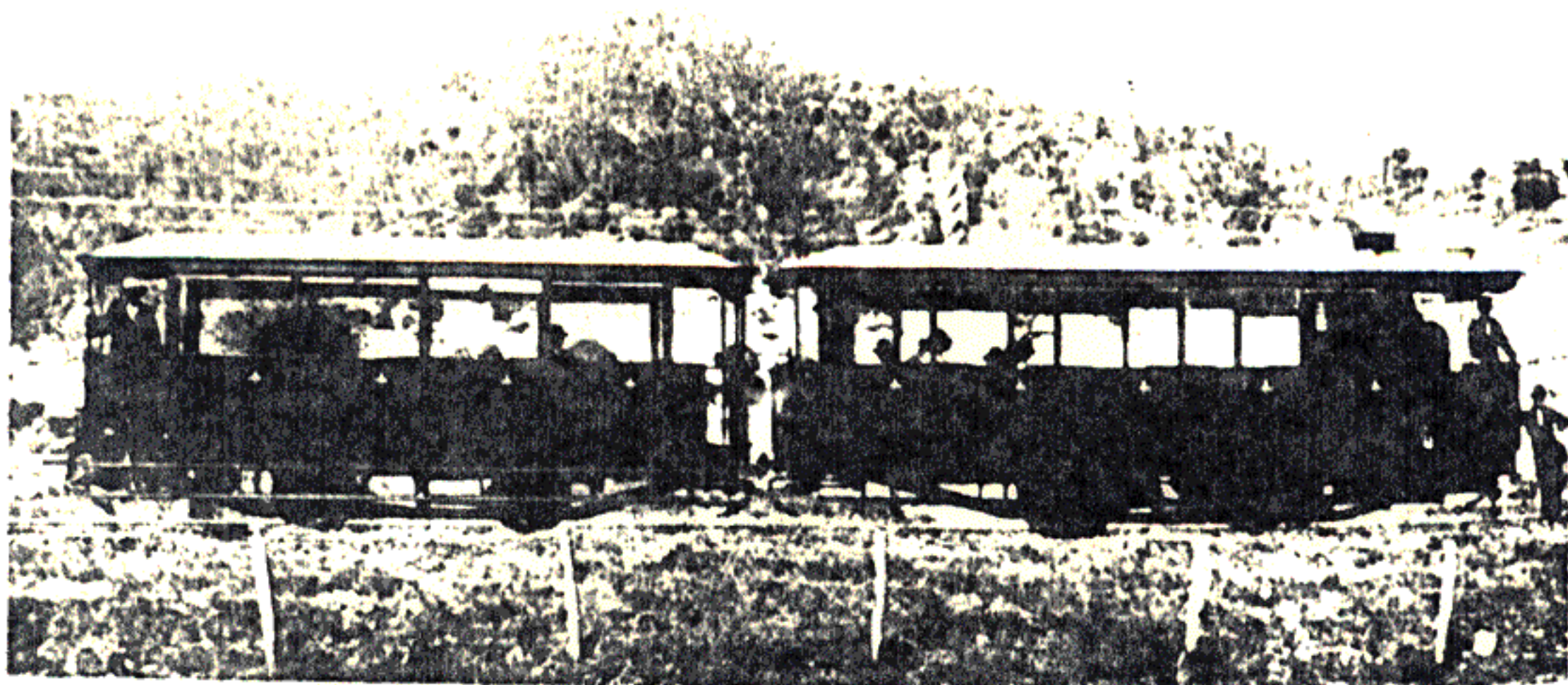
As they were coke burners, they needed a special fuel supply, and a coke stage was provided opposite the parcels office at Stanley Street station. About seven drums of coke were needed to fill the hopper. There was no water supply at Lakes Creek or Parkhurst, but this was no problem; normally, the car leaving Stanley Street at 8.20 a.m. ran two return trips to Lakes Creek and on arrival at Stanley Street at 10.10, still had water left.

As on the Council Purrey cars, superheater tubes were the biggest problem, and sometimes blew so badly the cars had to be towed. Boiler pressure was reduced to about 200 lbs. to reduce the incidence of blown superheater tubes (it was presumably originally the same 240 lbs. as on the Council trams). The water feed pumps would sometimes fail to come into action, in which case the safety valves could barely cope with the excess pressure. The Q.R. apparently tried their own pumps, but these were not successful and further Purrey pumps had to be obtained.

When operating without trailer, the cars were manned by a driver only, who attended to the boiler and the driving, and sold tickets at the 'd' stops (unattended stations), including weekly tickets. When a superheater tube blew and the car became immobilised, the driver had to protect his one-man, one-car, train, then walk off to obtain assistance! A few selected (and willing!) drivers were the only ones to work the Purreys. Mr. Emerson had just been appointed a driver in 1924 when he came to work them.

When a trailer was attached, a guard was provided and he collected fares by walking along the footboards, as did the conductors on the Council trams; with the half-walls and doors however, he normally remained on the footboards, whereas Council conductors often entered the compartments.

Drivers worked two shifts, the first coming on duty at 5.40 a.m. for the first 6.45 a.m. run, and the second finishing after the last run arrived Stanley Street at 11.40 p.m. As shed staff did not fully understand the



*One of the Queensland Railways' Purrey cars and trailer as rebuilt with waist high walls and a door for each compartment. The driving compartment at the rear of the motor and connection to the throttle by a linkage above the roof, are clearly visible. (Photo: J.W. Knowles' Collection)*

Purreys, drivers did their own oiling up. One Council Tramways fitter however, was engaged by the Q.R. at the Rockhampton shed while the Purreys were in operation, and his experience was invaluable; another tramways shed staff member became a cleaner.

Even when the car was hauling a trailer, the coke pulled down on to the fire before departure was sufficient for a run to either Parkhurst or Lakes Creek. Outbound runs to Parkhurst provided the hardest running, the line being uphill (67' rise from Glenmore Junction to Parkhurst). Mr. Emerson considered No. 30 was always the better runner, the valve setting on No. 31 always being unsatisfactory in some way. The cars would comfortably reach 35 m.p.h., and in Mr. Emerson's view, could even exceed that figure. The Q.R. cars never hauled more than one trailer (on the Tramways, Purrey cars sometimes hauled two). Trailers were hand shunted round the motors at the outer termini, but at Archer Park, the motors ran round the trailers.

Not all Tram Train services after 1924 were operated by the Purreys. In 1927, one car ran as follows on weekdays - Stanley Street to Lakes Creek 6.45, 8.20, 9.20 (ex Archer Street), 10.20, 11.30 a.m., 3.15, 4.25, 7.50, 9.10, 10.35 (Monday to Friday) p.m.; Lakes Creek to Stanley Street 7.20, 8.57 (to Archer Street), 9.43, 10.50 (Monday to Friday), a.m., 12.05, 3.50, 5.10 (5.05 Saturday), 8.25, 9.45 and 11.10 (Monday to Friday) p.m. Trains operated the 7.15 a.m., 12.33 p.m. (Saturday), 5.35 (Monday to Friday), 5.50 (Saturday), and 10.35 (Saturday) p.m. from Stanley Street, and the 7.55 a.m., 1.45 (Saturday), 6.55, and 11.10 (Saturday) p.m. from Lakes Creek. The other Purrey car ran the 6.55 a.m., 12 noon (Monday to Friday), 5.50 (Monday to Friday), 6.00 (Saturday) and 10.45 (Saturday) p.m. from Stanley Street to Parkhurst, returning from Parkhurst at 7.57 a.m., 12.38 (Monday to Friday), 1.30 (Saturday), 7.00, and 11.23 (Saturday) p.m. Saturday night was the busiest time generally for the Tram Train service. Even

the Parkhurst service would provide a full car, without trailer, while the B13-class locomotive hauled train on Lakes Creek would comprise 4 or 5 cars.

The following note appeared in the 1927 public timetable

"Tram Trains have accommodation for one class only. Persons wishing to be picked up should stand alongside the line the Tram Train is travelling on, and on the further side of the crossing, and hold up their hands; and those wishing to alight must notify the conductor. Only the Tram Trains will stop at the streets between stations, and will be distinguished by a board marked "Tram Train". All tickets for this service will be sold on the Tram Train, but ordinary tickets (single and return) issued at the various stations will be recognized by conductors. Season and Workers' Weekly tickets will be available by the Tram Train as well as by ordinary train".

In 1927, only the 6.55 p.m. from Lakes Creek and 10.35 p.m. from Stanley Street stopped at the Fitzroy Street intersection, presumably to serve a nearby cinema.

In 1920-21, the Tram Trains carried 253,281 passengers, 4,871 per week, or 26.5 per one way trip, but only 196,271 in 1922-23, this drop in patronage probably prompting the introduction of the cheaper Purrey cars. Passenger numbers continued to dwindle, however, to only 96,083 in 1926-27, and 73,848 (1,420 per week) in 1929-30, the last year of operation.

After the withdrawal of the Tram Trains in 1930, the Purrey cars operated other services around Rockhampton, principally on the Alton Downs branch to Ridgeland. A 3-ton trailer was provided for roadside traffic (this was probably a rail motor cream or goods trailer). A porter travelled on the train to deal with roadside traffic. Bags of coke were carried on the car, and a water gin fitted with a hand pump was kept at Ridgeland to supply water.

Outbound, the running was not very satisfactory, as

*View of one of the Purrey cars and trailer, Rockhampton and Yeppoon. Pictured is the Sunday morning service proceeding along Denison Street Rockhampton en route to Yeppoon in April, 1965 hauled by C17-class locomotive No. 976.*

*(Photo: J.W. Knowles)*

the line was slightly upgrade (95' rise in the 12 miles from Pukatika to Ridglands). The cars would run about 7 miles on a fire. Pulling down a new fire did not take long, but it took several minutes for the fire to burn through and restore pressure. As far as possible, fires were pulled down at stops while the porter dealt with roadside. On the return, downhill run, the whole 17 miles of the branch could be covered on one fire, and at a good pace, recovering time lost outbound!

The Purrey cars also ran specials to Kabra for dances and to Nankin (on the Emu Park line) for workmen while a quarry was operating there.

Mr. Emerson is certain the cars were still running to Ridglands in 1934; it would seem that they ceased operation about 1935 and were writted off in 1937. The frame of one still serves as a catwalk at part of Ipswich workshops.

The use of Purrey cars for the Tram Trains was promoted by Mr. J. Chambers, who became Deputy Commissioner (a position later termed General Manager), Central Division, in 1918. Council tram No. 8, which was borrowed for tests, was used for about two weeks.

The bottom photograph on p.201 should be credited to the collection of Mr. K.J.C. Rogers.

Passenger numbers on the **Toowoomba** suburban "rail motor service" were recorded separately. They fell each year from 1921-22, when 16,524 travelled (an average of 50 per day) to 5,726 in 1925-26 (18 per day). In 1926-27, during which year the service was withdrawn, 3,289 used it. It is interesting that in 1919-20, separate accounting was performed for all boarding points, and the Rail Motor Stops at the level crossings between Toowoomba and Harristown featured in the station returns.