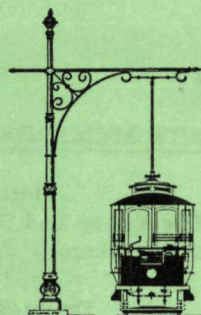


TROLLEY WIRE

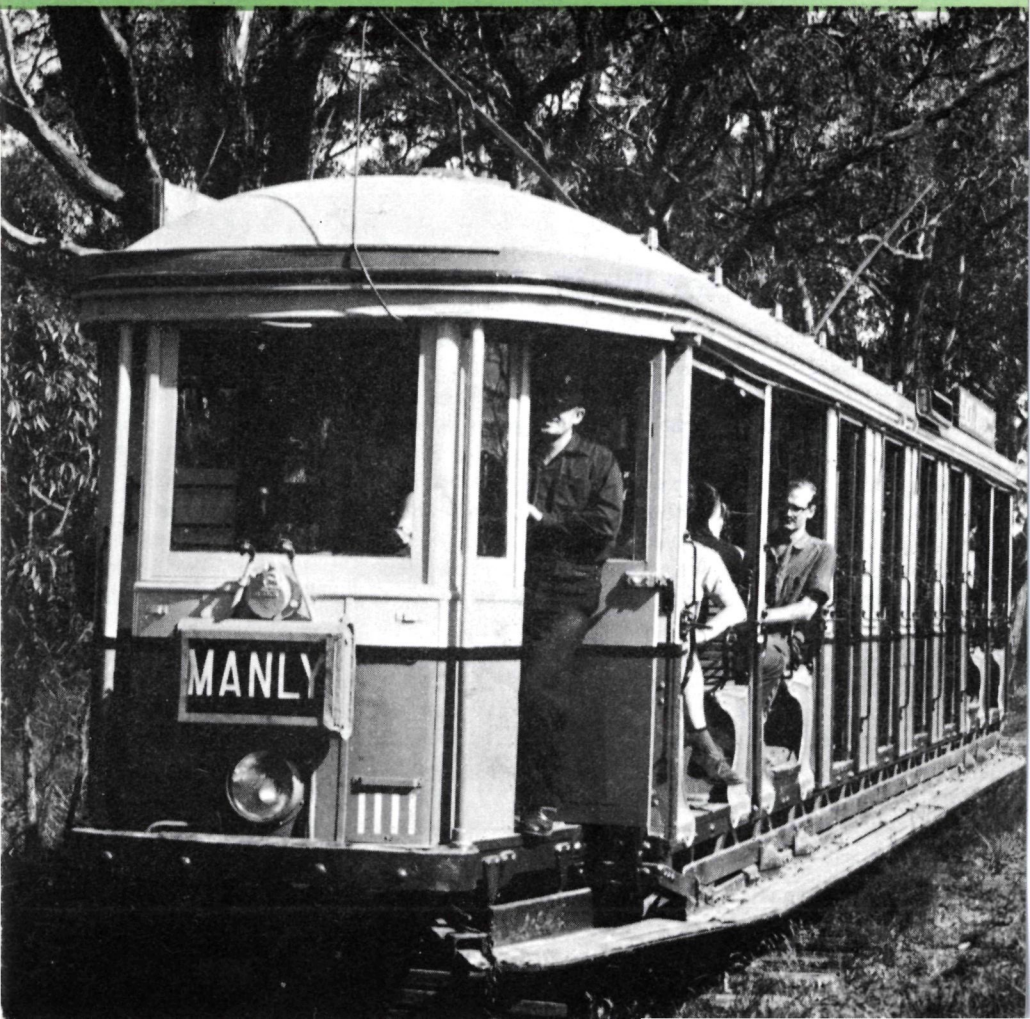
Magazine of the
SOUTH PACIFIC ELECTRIC RAILWAY

Registered at the G.P.O., Sydney, for
transmission by post as a periodical.

ONE SHILLING AND SIXPENCE



DECEMBER 1964



NEW MEMBERS

Membership continues to grow at a satisfactory rate. The Board and Shareholders welcome the following new members to the museum:-

David Macartney	116	Erskine Bray	117
Arthur Thomas	118	Hugh Waldron	119
Robert Schroeder	120	Roy Olive	121
Robert Harvey	122		

RAILWAY COMMITTEE APPOINTMENTS

The following shareholders have been appointed to the Railway Committee and should be added to the list which appeared on page 9 of October "Trolley Wire".

Overhead supervisor	D. Rawlings
Chief Traffic Officer	J. Shoebridge
Grounds Improvement Officer	R. Francis

BUSH FIRES AND THE MUSEUM

During hot weather on Thursday 22nd October bush fires again passed very close to our museum. The fire, which threatened several Loftus homes to the west and then advanced towards Sutherland to the north, burnt at one stage on a three mile front, but was fortunately brought under control by the Sutherland Shire Bush Fire Brigades before any great property damage resulted. Our thanks are directed towards those dozen members who wasted no time in rushing to the museum as soon as the fire danger was made known in Sydney, and who were able to keep the minor branches, but none the less dangerous sections of the fire away from the museum.

RUNNING LATE

We offer our apologies for the late appearance of this issue, which has been held up awaiting registration of the magazine for transmission by post as a periodical. Future editions are expected to appear on schedule.

COVER PHOTO: "0" 1111 climbs away from South terminus during a test run in November. Photo, M. Giddey

TROLLEY WIRE

New Series Vol. 6 No. 1

Issue No. 95

DECEMBER 1964

TROLLEY WIRE is published bi-monthly by the **South Pacific Electric Railway Co-operative Society Limited**, Box 103, G.P.O., Sydney, N.S.W.

The Society is building an operating electric tramway in the Royal National Park, N.S.W. Visitors to the depot, in Lady Rawson Avenue, are welcome on the first Sunday of each month. Membership enquiries are also invited; the current fees are £3 per annum or £1.10.0 for students. Write to the Secretary at the above address.

General Manager: R. I. MERCHANT.

Secretary: V. SOLOMONS.

TROLLEY WIRE subscription rate

(for non-members)

10/- per annum, post paid.

JUNKMAN SPARE THAT TRAM

We were depressed recently to see a photo of some tramcars in Leeds which, while stored awaiting preservation, were destroyed or damaged by fire and are to be scrapped. It was a sorry reminder of the fact that the preservation of tramcars is not a task that can be undertaken without adequate resources. To ensure even a single car's continued existence, let alone its restoration, requires a much greater effort than may be appreciated at first sight.

Such thoughts apply to the handful of trams privately preserved in Sydney, several of which are by now showing marked deterioration. How unrewarding it must be to their owners to see their prizes decay into eyesores after the first flush of enthusiasm has passed.

This Society can now offer only moral support to those who acquire trams privately: while admiring their spirit, we would suggest to those thinking of resurrecting any further tram bodies that they pause for reflection before embarking on their task. It is better that a vehicle should be scrapped rather than continue to exist as a rotten hulk and an advertisement of failure.

MORE CARS IN TRIAL SERVICE

Under the effective guidance of our Electrical and Mechanical Engineer, Richard Clarke, the electrical staff were able to operate three more electric cars under their own power recently. "R" car 1740 commenced operation on 26th September, "O" 1111 on the following day, while "C" car 290, the oldest electric car in Australia (built in 1896) jaunted down our main line on Sunday 18th October.

Unfortunately considerable work will have to be undertaken on the air brake system of "C" 290 until it is passed as mechanically sound while "O" 1111 will not be in regular service until our electrical supply system is improved, as the output of the present apparatus is barely sufficient to work the remote controller as well as the four traction motors on this multiple unit car.

"D" car 134"S", "L/P" 154 and "R" 1740 have been passed as mechanically fit for testing, driver instruction, maintenance and construction purposes. Until driver instruction is initiated the following officers have been appointed as interim drivers:- Messrs. Bartlett, Gordon, Merchant, Clarke, Solomons and Rawlings. These drivers can give permission to other responsible members to operate tramcars but they must stand beside such members while the tram is in motion. All moving trams must carry a conductor who is to be normally stationed at the rear of the car.

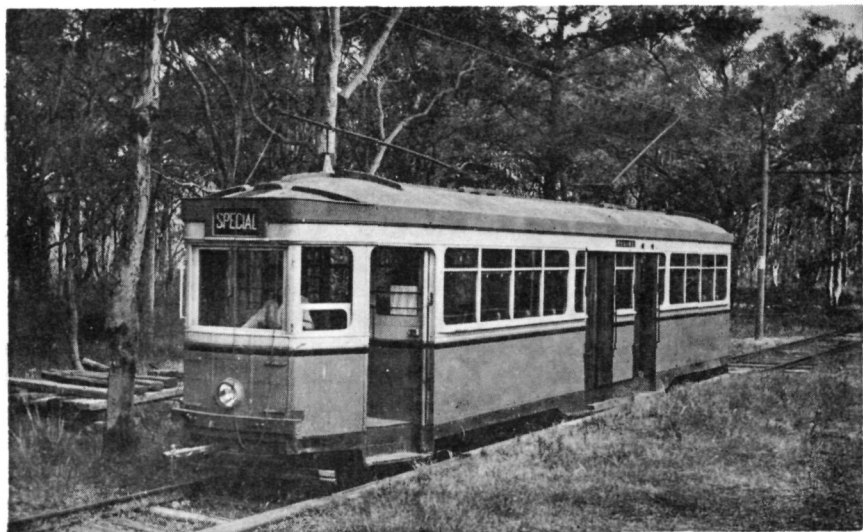
The Managing Director or the officer of the day (as shown on the shed notice board) should be informed of all tram movements. Such movements should be in accordance with the Society's published book of Regulations.

The above routine will be in operation until rosters, working orders and running routine, at present being prepared by our Chief Traffic Officer, are finalized.

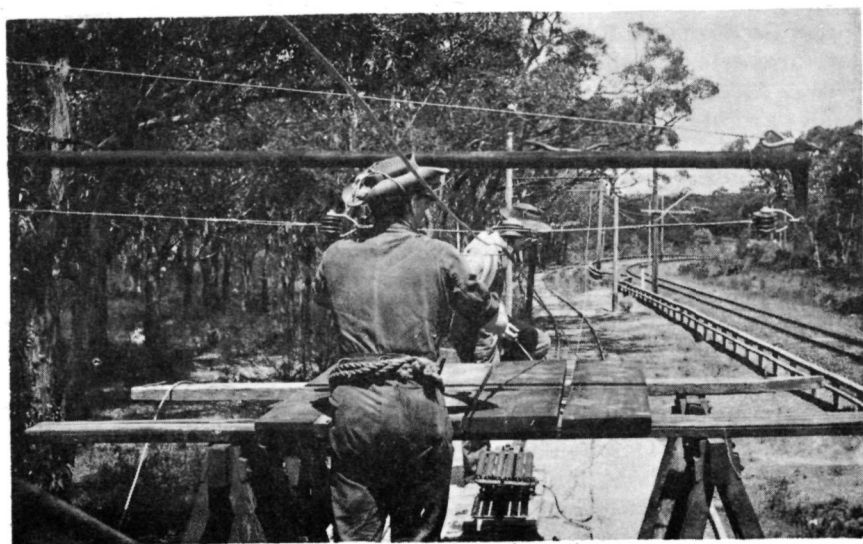
This does not mean that the usual car riding session during the early evening after each working Sunday will cease ... but it does mean that one of the interim drivers must be present in the driver's cabin when such operations are being carried out.

WORKS PROGRESS

Since our last report a further 100 feet of track has been added at the end of our main line, giving us a total length of 310 yards beyond the depot "Yard Limit". A further 350 yards of track



"R" car 1740 inward bound on a test run during November
Photo, M. Giddey



View from the roof of "L/P" 154 during the erection of overhead
on the main line.
Photo, M. Giddey

make up the depot layout. In addition the per way department has recently replaced a number of defective sleepers along the main line.

On Sunday 25th October the overhead wire gang, under the direction of David Rawlings, completed the erection of trolley wire to the present terminus. A single line, extending from the door of road 3, is now under wire giving us an uninterrupted run of almost 1,300 feet for electric trials.

Around the immediate depot area other progress has taken place. John Shoebridge finally lowered the signal box into its final position on Sunday 25th October with the help of a tower of sleepers, six jacks, four bolts and Dale Budd! The interior of the box has been cleared and the first undercoat of paint is being applied. The depot fence has been restrained and repainted, while one of the two ornamental swing gates from the old Gladesville Bridge should be in position at our entrance by the time these lines appear. The overhanging eaves of the depot roof have been finally completed and work has commenced on repainting the shed doors.

Five ornamental steel span poles arrived at the depot on Monday 19th October. These once graced the tramway overbridge in Eddy Avenue and were generously donated to us by the New South Wales Government Railways. Four of these poles will be made into side brackets and should closely resemble those which adorned George Street Sydney in 1899. It is planned to erect them along the depot yard siding.

MODEL DISPLAYS

On Friday, Saturday and Monday 2nd, 3rd and 5th of October our Society again participated in a successful model exhibition organized by the NMRA at the Sydney Town Hall. The immediate result of this was a large volume of visitors at the museum during the October open day, but the more permanent achievement was the advertising of our activities to a very large cross section of Sydneysiders. The model tramway system made a later appearance on Saturday 24th October at the Loftus Primary School Fete. Our thanks go out to those members who labouriously toiled at the preparation of this exhibit and we feel that they rightly deserve the honour of being again chosen to appear in the "Sydney Morning Herald's" photograph used to publicise the large Town Hall function. The model layout made its third appearance in two months when it was exhibited at Wollongong on 21st - 22nd November.

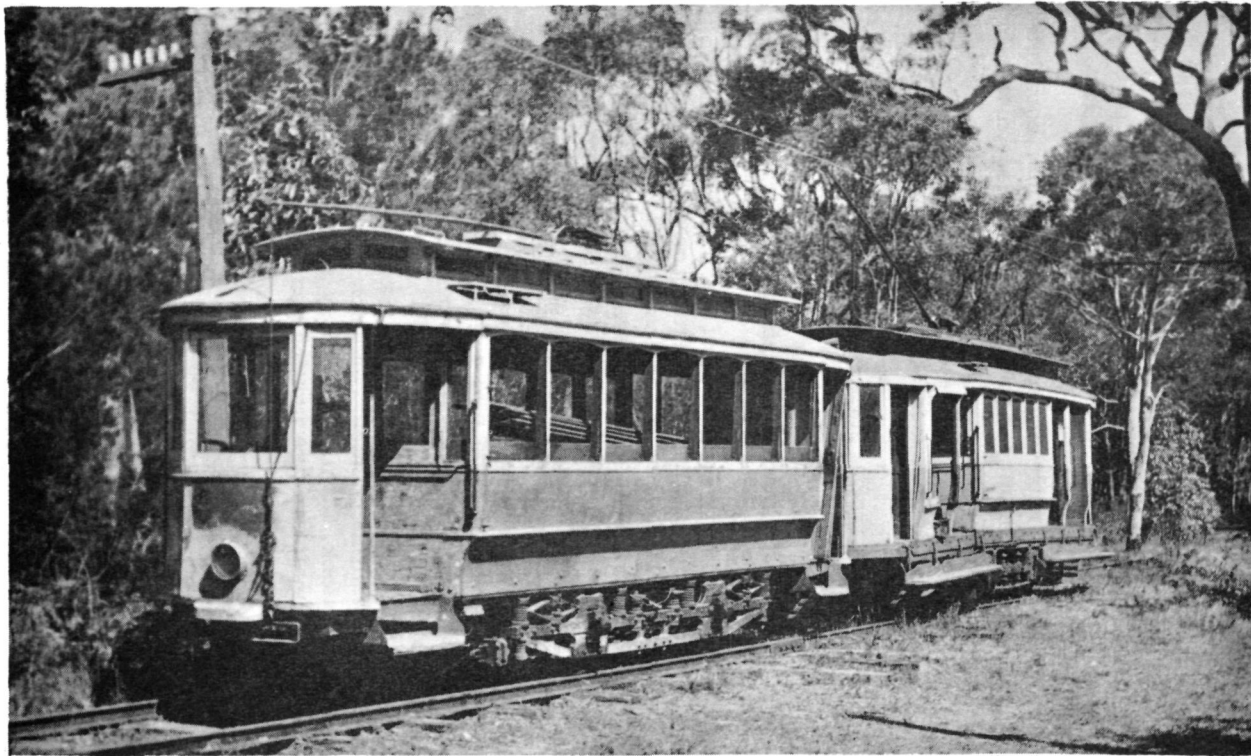
WORK PROGRAMME

At the October Board Meeting held on Sunday the 18th, the main business was the compilation of a programme of work, the short term target of which is for an official opening to take place early next year. Highlights from this programme are as follows:-

- Tracklaying:- Complete trackwork to South Terminus; complete siding accommodation in the depot yard; maintain the track.
- Building:- Repaint depot; complete roofing; start stockpiling material for brick facade; maintain and improve fencing.
- Traffic:- Train the traffic staff; introduce safe working; handle timetable compilation and ticket issue; roster traffic staff as per Board's policy; rebuild, repaint and maintain signal box; operate services on open days.
- Car Painting:- Complete the repainting of "L/P" 154; "N" 728; "F" 393; continue the restoration and repainting of "K" 1296; restore and paint "C" 290.
- Ground Improvements:- Erect one or two small brick fire places for picnic parties; place seats in position during open days; keep depot yard mowed; weed track at direction of per way section.
- Over head:- Erect wire over existing outdoor tracks (with the exception of depot fans 1 & 4); keep wire tensioned and in good alignment; number and creosote span poles.
- Electrical & Mechanical:- Improve existing traction power supply; maintain mechanical condition of serviceable rolling stock; install emergency gear in "D" car 134 "S"; maintain fire fighting gear; erect lighting in the depot yard.

WORK ALLOCATION

Over the past months Supervisors and Directors have noted that when the number of members available at the museum for work parties exceeded approximately twenty, the excess have been rarely effectively employed. In order to make our organization suitable for larger work parties expected in the future, a system of daily work allocation has been devised . . . Prior to each weekend the Managing Director will draw up a list of jobs, their duration and labour strength required, based on information provided by the



A once familiar Sydney sight was revived on 18th October when a coupled set of "C" and "D" cars was operated at Loftus. Here "C" 290, Australia's oldest electric tram, is being towed onto the main line for testing, prior to operating under its own power later in the day.

Railway Committee. On arrival, working members will report to the officer of the day (whose name will appear on the depot notice board) and will then be directed to the various jobs in hand. As far as possible members will be given jobs to which they are best suited and in which they are most interested, but they must be prepared to take the good with the bad and from time to time may be required to undertake a tedious task. Bearing in mind that only essential labours are ever undertaken in our project, the Board hopes that this plan will meet with the co-operation of all members.

UNIFORM

All members rostered for traffic jobs on open days are to appear in the following uniform:-

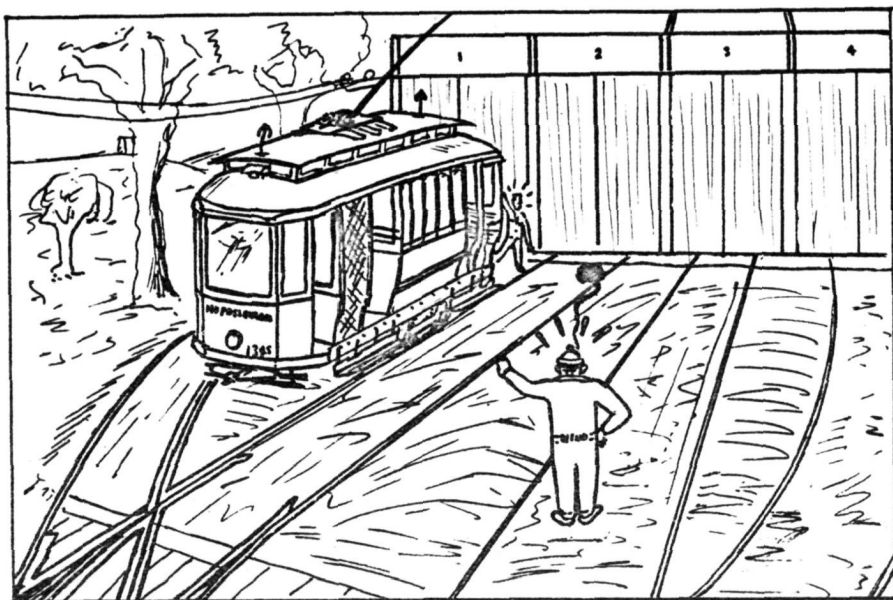
White shirt, black tie, grey "cotton drill" trousers similar to the "King Gee-Duntroon" style, clean black shoes or boots or other similar footwear of presentable appearance, N.S.W.G.T. style peaked cap bearing member's name badge centrally fixed to the band with chrome pin-on numbers above to show the wearer's membership number.

Several members on public duty at the museum during the October open day wore this summer uniform and received favourable comment from visitors. The success of our venture depends on our "Public Image" and if we appear neatly dressed and act in a courteous manner to our visitors this aim will be achieved.

MELBOURNE BOGIES ARRIVE

Our two M. & M. T. B. No. 1B bogies arrived at Loftus on Saturday 28th November and are now stored at the rear of No. 1 road in the depot. The bogies were involved in an accident on the way from Melbourne when the semi-trailer carrying them overturned. They were recovered from the wreck by being unceremoniously towed out, upside down, through a layer of clay and mud. As a result the cross members at each end were badly damaged and will have to be replaced. Various protruding grease nipples and nuts were also damaged. However, it is thought that these repairs are well within our capabilities.

CARTOON COMMENT



"You can't do that, I've fixed the points"

THE CLIQUE WITHIN OUR SOCIETY

Cliques within Societies are generally not welcome, but an anonymous clique has been set up in our museum with official blessing. It is known as the "Money Giving Clique" and at present consists of eight members who will not be wealthy for very much longer. These members have pledged to underwrite many of the current museum activities and the result of their latest philanthropy has been the purchase of a £40 spool of overhead wire. Should any other members wish to practise the self denial being carried out by these gentlemen, such as cutting down meals to three a day, and owning only one motor car, and are willing to spare a few pounds every three months for our dedicated cause, please see our Managing Director in private and he will gladly enroll you as a member of this clique.

LAST OF THE INTERURBANS

In the June issue it was incorrectly stated that the CNS&M "Electroliners" were the last interurbans to be placed in service. In fact this honour went to the Illinois Terminal Railroad (formerly the Illinois Traction Company) which was the largest single interurban system, other than the essentially suburban Pacific Electric Railway operating around Los Angeles.

The ITRR operated between Peoria, Springfield, Danville and Decatur in Illinois and St. Louis in Missouri, and the last new interurban cars ever built were placed in service on this system in 1948. They were ordered in 1946 and were built by the St. Louis Car Company. The order comprised 8 stainless steel cars, consisting of 3 combines, 3 parlor cars and 2 coaches, and was run as three trains, two of 3 cars in the St. Louis - Peoria service and one of 2 cars in the St. Louis - Decatur service.

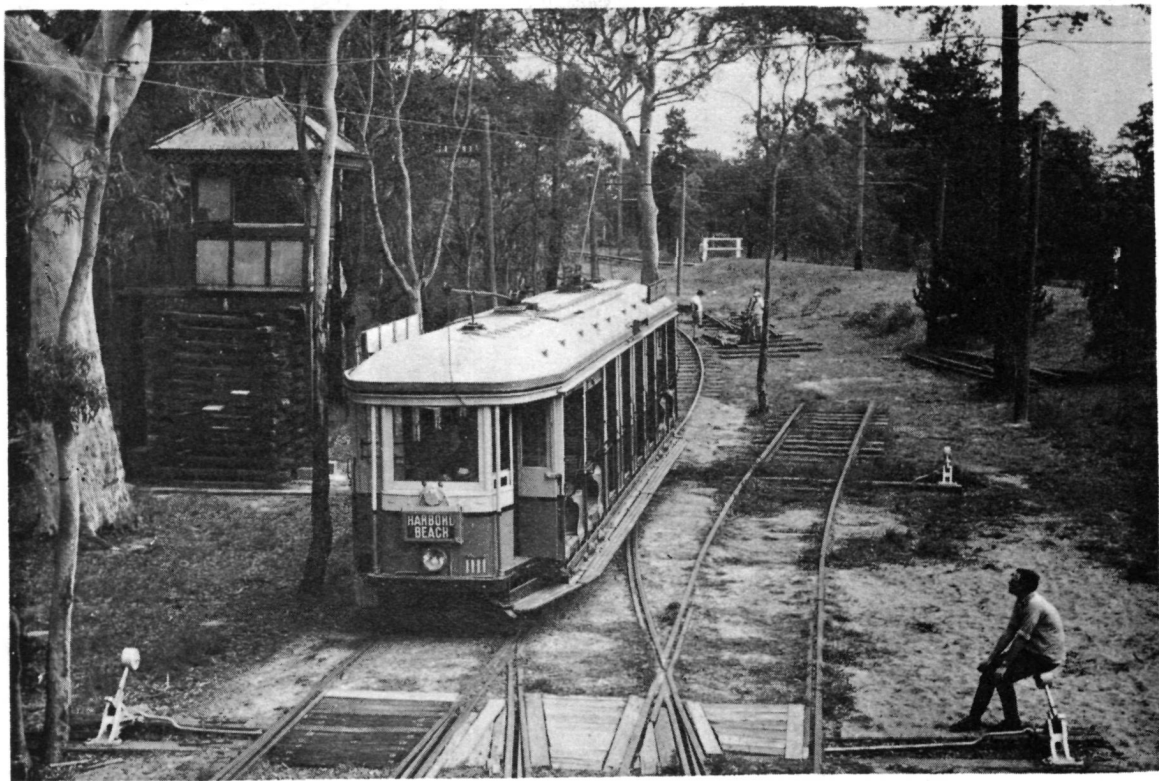
These cars were too long to take the curve into Peoria Station, so the service was cut back to East Peoria, thus further accelerating the decline in passenger traffic. After making the final mainline passenger runs in 1956, the cars were stored for several years, but no buyer was found and they are thought to be now scrapped.

The ITRR also bought 8 PCC's in 1949 for use in suburban services between St. Louis and Granite City. Numbered 450-457 and built by the St. Louis Car Company, they were the last new passenger cars of any description built for an interurban line. They ran until 1958 when all IT passenger services ceased, and were also stored for many years. Most of the IT system is still intact and is operated as a dieselised freight system, being owned by a combine of eleven mainline railroads.

PROGRESS INDEED

The Chicago Transit Authority proudly reports that in 1961, its buses ploughed through traffic at an average speed of 11.74 mph, an improvement over 1960's 11.66.

Average speed of horse-drawn trams in Chicago in 1906: 12 mph.



"O" 1111 arriving at the depot. Note the signal box in its final position.

Photo, M. Giddey