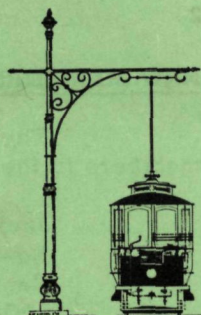


TROLLEY WIRE

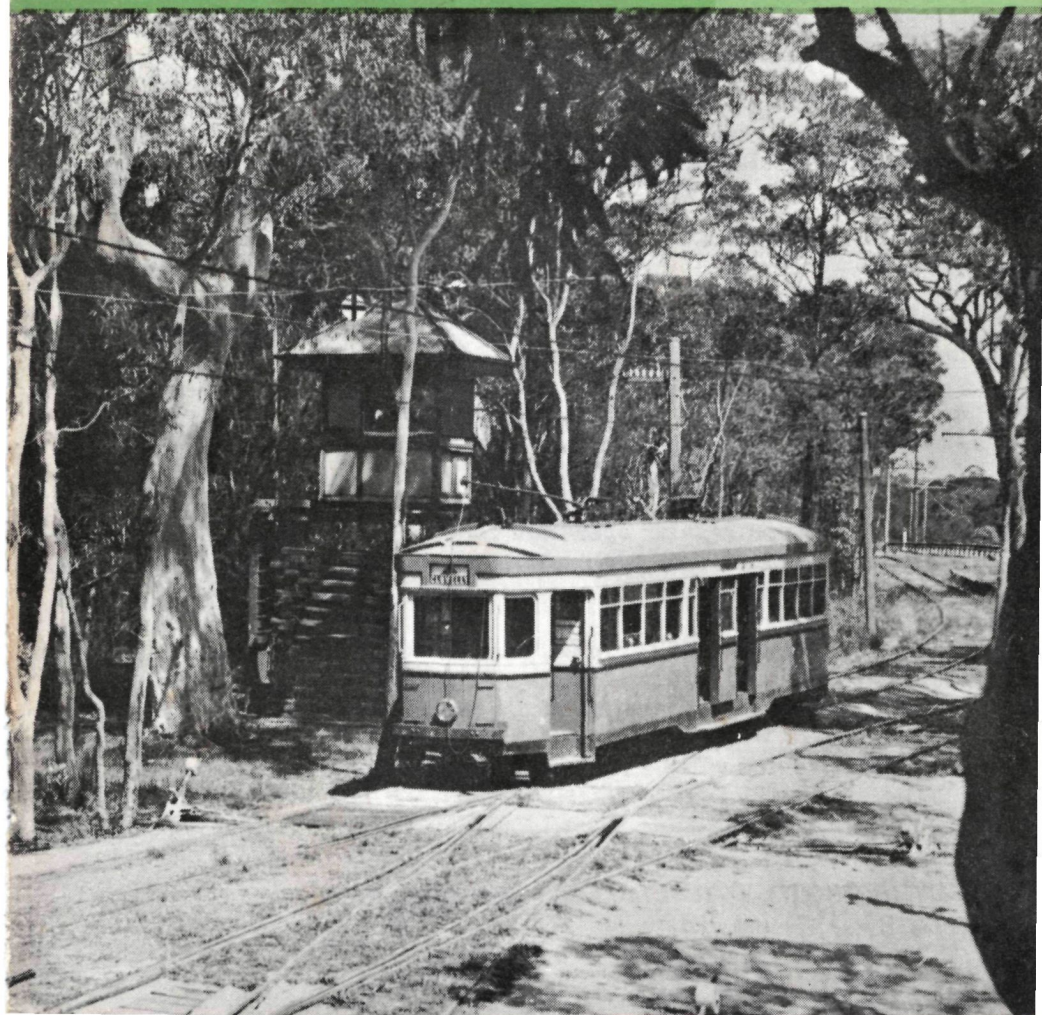
Magazine of the
SOUTH PACIFIC ELECTRIC RAILWAY

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

ONE SHILLING AND SIXPENCE



FEBRUARY 1965



NEW MEMBERS

The Board and Shareholders welcome the following new members to the Museum:-

| | | | |
|------------------|-----|--------------------|-----|
| Jack Richardson | 123 | Kenneth Aitken | 124 |
| Edward Best | 125 | Norman Fitzpatrick | 126 |
| Geoffrey Manning | 127 | Colin Schroeder | 128 |
| Malcolm McAulay | 129 | Donald Campbell | 130 |

We particularly welcome Jack Richardson, who through his publications was for many years the sole voice of electric traction enthusiasts in Australia, and who is still the only independent publisher in this field.

OFFICIAL NOTICE

Notice is hereby given that shareholder No. 65, Mr. A.H. Bull, has resigned from the Society. His resignation was accepted by the Board on 20th December, 1964.

V. Solomons, Secretary

TRAFFIC OPERATIONS

The following members' applications were received and approved by the Board on 20th December, 1964, for training as the first batch of crew members:-

Messrs R. Clarke, C. Bartlett, B. Parle, V. Solomons, C. Rhodes, J. Moffitt, N. Reed, R. Merchant, D. Fairless, D. Budd, R. Francis and P. Kahn.

When regular operation commences and any teething troubles are ironed out, applications will be called for a second batch of crew members.

The Chief Traffic Officer, J. Shoebridge, will be assisted by Assistant Traffic Officers D. Greenwald and R. Boyd in the safe working and operation of the tramway on open days. These officers will be in complete charge of the traffic and safety arrangements and will be responsible to the Board.

COVER PHOTO: "R" 1740 at the Museum. Photo, W. Parkinson

TROLLEY WIRE

New Series Vol. 6 No. 2

Issue No. 96

FEBRUARY 1965

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. L. MERCHANT.

Secretary: V. SOLOMONS.

TROLLEY WIRE subscription rate

(for non-members)

10/- per annum, post paid.

FULL PARALLEL

By the time our next issue appears, Sydney will again have a regular tramway service after a gap of just over four years. That this service is being provided by a private organisation with virtually no external support is a remarkable achievement, and a source of great pride to the Society. All our members, from those who have been associated with the project since 1949, to those who have been with us only a few weeks, will derive immense satisfaction from having helped to reach this goal.

It would be unfair to single out individuals at this time, for while the Society has been fortunate at all times in having forward-looking office bearers, their leadership would have come to nought but for the efforts of the ordinary members. An outsider would be surprised at the range of skills and trades which have been put to use by the Society, for the services of members from many different occupations have been relied upon, making the Museum a co-operative body in fact as well as name.

To judge from experience elsewhere, the future development of the Museum should be easier, for by proving ourselves we gain the respect of other organisations. The publicity deriving from regular operation will also be of great benefit. We look to the future with confidence.

CAR RESTORATION

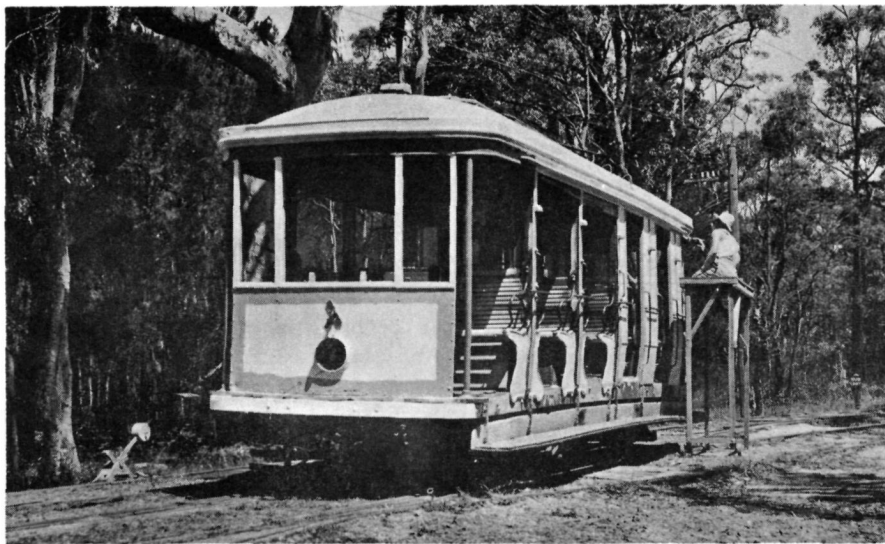
During the past few weeks, the museum has been a hive of activity with work proceeding simultaneously on a large number of projects. Particularly pleasing to many members has been the progress on the cars themselves. Since the December issue, two more cars, "K" 1296 and "P" 1497, have begun operation, and for the record we print a complete list of dates of the re-entry of the cars into service.

| | |
|---------------------|-----------------------------|
| "L/P" 154 - 19.7.64 | "D" 102 (134 "S") - 16.8.64 |
| "R" 1740 - 26.9.64 | "O" 1111 - 27.9.64 |
| "C" 290 - 18.10.64 | "K" 1296 - 6.12.64 |
| "P" 1497 - 13.12.64 | |

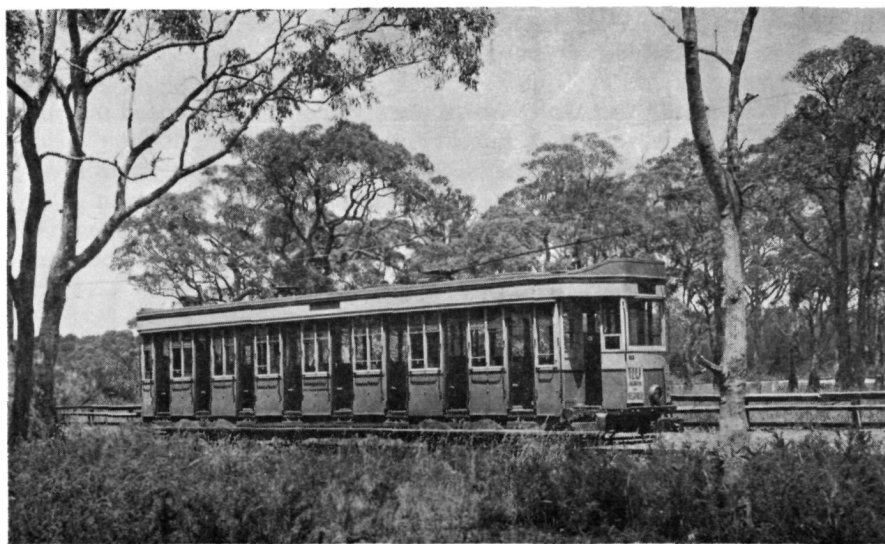
Although the cars are in quite good condition mechanically considering their long period of disuse, members Ball, Harvey, McAulay and Glenn have put in many hours on renewal and adjustment of brake gear, with the result that the air brakes on all the cars listed above are now in good order. With the improved power supply, described elsewhere, all the cars including the "O" and the "P" can be operated without difficulty.

At the time of writing the repainting of "L/P" 154 in the Newcastle type grey, olive and fawn colour scheme was nearing completion. This paint scheme vanished, with the exception of five cars, from the Sydney scene during the late 1930's but persisted in Newcastle until the closure of that system in 1950. Work is also pushing ahead with the cleaning up of the inside of this car to make it available for passenger operation when regular services commence. The external repainting of cars has been considerably aided by the construction of a lightweight mobile paint stage made by Russell Willis from timber supplied by Peter MacDonald.

Other cars being repainted for the opening are "K" 1296 (external and internal) and "C" 290 (external only). Both these cars will be in the grey, olive and fawn colour scheme. Other restoration work has included the cleaning and polishing of "R" 1740 and 134 "S". The "R" car has also had the underframe repainted in claret together with a roof wash, and is now the pride of the fleet, complete to silver treads on the steps. The cleaning paste changed the colour of the "D" car from jaded blue to a glowing green, the work on these cars being carried out on the first weekend in January by Messrs Parkinson, Jones, Solomons, Parker and Twiss. Another improvement has been the checking and repainting by Bill Parkinson of the trolley poles on all the operable cars.



Work in progress on repainting "K" 1296 on 19th January.



"P" 1497 near South terminus on 24th January.

"P" 1497 now has original type trolley bases at both ends, and has had minor touching up done to the paint work.

As a result of all these efforts it is expected that five cars will be available for traffic initially, the "L/P", "P", "K", "O" and "R" classes. The "C" and "D" classes will be operating but not in passenger service, while the "F" will only be suitable for photographic purposes.

ELECTRIC CARS IN PASSENGER SERVICE

As readers are aware, electric operation at the Museum since the power came on last July has been restricted to trial trips, and services on open days have continued to be the duty of the Cadillac Rail Motor. However on 3rd January, the Cadillac failed at South terminus with a blocked fuel filter while carrying a full load of visitors, and an electric car had to be used to retrieve them.

Although not the most suitable, the "D" was the only car quickly available. A few minutes later the cry rang out "All change to the electric car", and at 4.12 pm the Museum's first electric passenger trip departed from South terminus. Two further trips were run, including one to tow back the rail motor, and all proved extremely popular.

On 10th January, while cars were being shunted out of the depot in the morning, a bus arrived unannounced at the Museum with members of the N.S.W. Retired Tramwaymen's Association on an outing to the National Park. The "R" was hurriedly prepared for service and one trip was run for the visitors, many of whom were most impressed by the project and particularly by the "F" which was brought out for display.

AROUND THE DEPOT

Miscellaneous items acquired in recent weeks have included two "non-electrical" fire extinguishers, one of which is located near the front of the depot and the other near the meal room. Thanks go to "Castrol" and Sandy Howard for the donation of 56 gallons of oil in three grades, and also to a visitor to the Museum who presented us with a Manly destination roll in excellent condition. The Bundy clock, No. 37, donated by the D.G.T., arrived at Loftus on 16th January.



"All change !" 134 "S" arrives at the terminus to form the Museum's first electric passenger trip on 3rd January.

Photo, R. Jones



The electric system triumphant. 134 "S" tows the Cadillac back to the depot on 3rd January.

Photo, R. Jones

ALL IN THE DAY'S WORK

Saturday 16th January saw the biggest "outside" work effort undertaken by the Museum in recent months. One party started work at the old Gladesville bridge at 8 am, with one group removing the motor-generator set from its hut while another stripped the control cabin-cum-signal box of all useful items. Meanwhile a separate party was at work at Rozelle Depot, loading 22 wooden and 3 steel span poles generously donated by the D.G. T. and by Brambles Ltd, who have leased the depot. During the afternoon the material was brought to Loftus, the majority of the poles being unloaded near the depot while one was taken direct to its site down the line. While the poles were being dealt with the m-g set was rolled into position and at 5.45 pm it was back in operation, less than 10 hours after removal from Gladesville, powering the "C" car. Later the same evening, the first tests were carried out with both sets running together, with startling effects on the speed of the said "C" car. This day's operations would probably be the most efficient and productive ever undertaken by the Museum.

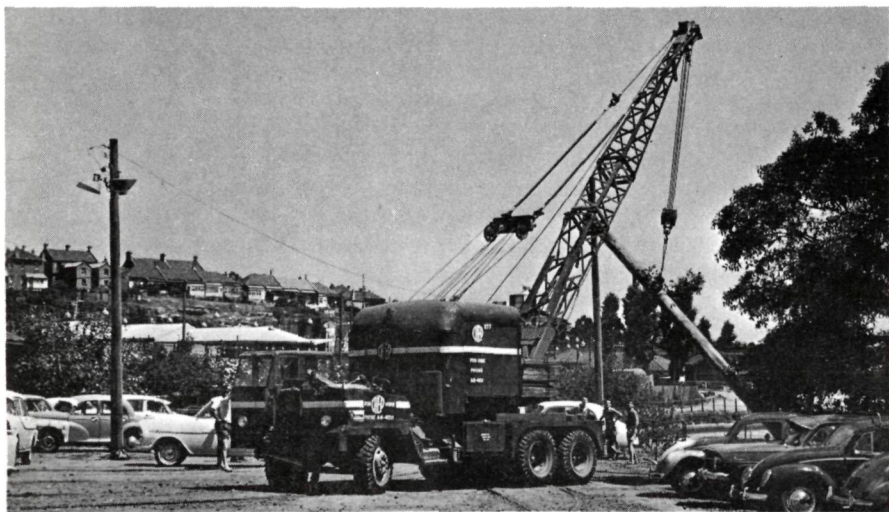
SIGNAL BOX & LINESIDE

The repairing and repainting of the signal box should be completed by the time these lines appear. The renovations have included the repair and repainting of the exterior of the box, the fitting of a new platform and the stripping and repainting in grey of the interior. Signals and communications supervisor Noel Reed is now looking into the possibility of connecting the new terminal road points and associated signals to the signal box lever frame.

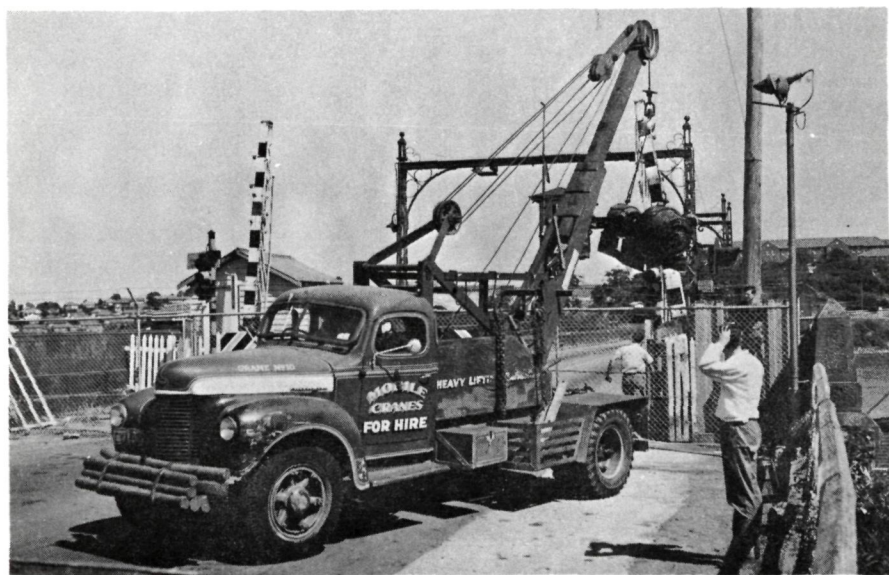
On 29th December a "Wait Here for Trams and Signal Driver" post was painted at the platform at the depot junction. We were fortunate in having an old temporary post in a very weather beaten condition on hand from which to copy the exact lettering.

TRACKWORK & OVERHEAD

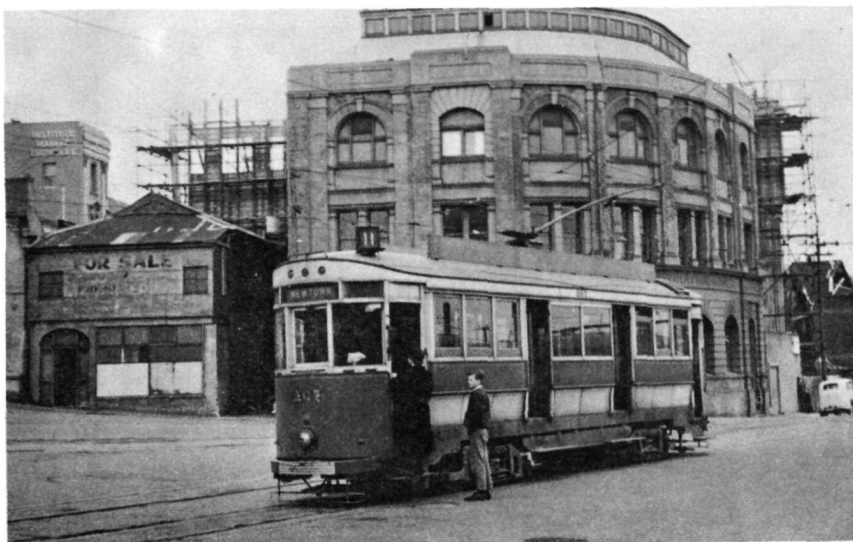
A new siding approximately 50 feet in length and wired for electric traction was brought into use on 20th December. The junction is located immediately at the northern end of the platform and the points are facing to up trams. This line is to be extended in a north-westerly direction towards the Princes Highway and will eventually become the main line so that regular services will not have to run into the depot yard. The location of this track was pegged out on 2nd January, and on the same day the Museum's first steel span pole was erected on its path. Next day the over



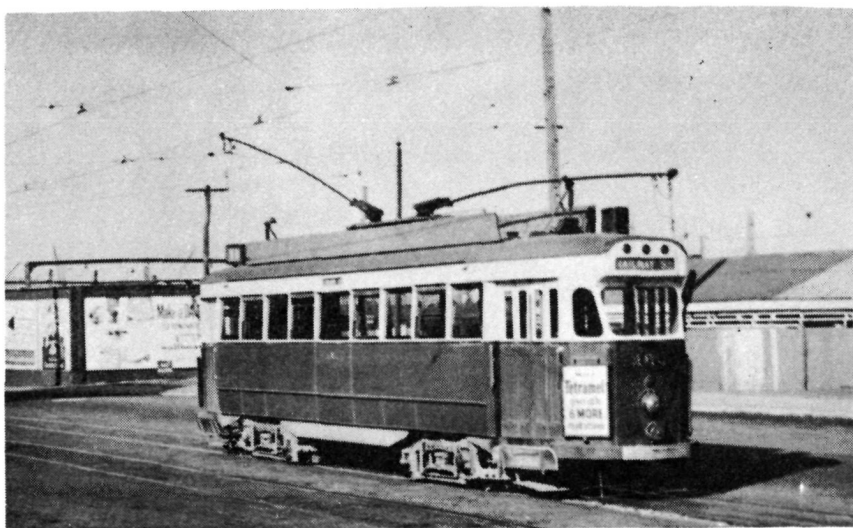
Moving poles the easy way. A crane lowers a span pole to the ground in Rozelle Depot yard.



Lifting the motor-generator set from its hut at Gladesville. The bridge control cabin is obscured by the jib of the crane.



"Double saloon" car 207 standing in front of the Tramways Building in Wellington. This was the last run of this class of car, on a tour on 14.9.63.



New Zealand's newest tram, Wellington No. 260, built December 1952, seen near the railway station terminus late in 1963. 260 has been preserved by the Tramway Preservation Society.

Both photos, A. E. Smith

head wire for the new line was temporarily strung so that there is at present more overhead in position than track. A new pole ex Rozelle was set in position on 23rd January at South terminus, while the whole of the depot yard trackage has now been wired with the exception of road 4.

At the time of going to press, extension of the new line was held over awaiting the services of a grader to prepare the roadbed. The grooved rail from the depot yard siding was removed in late December and replaced by Tee rail with stop blocks. The grooved rail, which is retained as a sample for exhibition, will be laid in some other location at a later date.

POWER SUPPLY IMPROVED

On 10th January an additional small motor-generator set, designed to cut in when the load on the main set exceeded a certain value, was brought into service, but the installation had not been completed when it was superseded by the larger ex-Gladesville set, and it has been disconnected for the time being.

16th January saw the arrival of the m-g set from the Gladesville bridge, which can run simultaneously with the original set, and from the following day power was supplied by the two units running together. With the line voltage increased to a full 600 volts, the extra power available has made a marked improvement to the performance of the cars. Our thanks go to members Clarke, Bartlett and Griffin for their work in setting up this equipment, and to the Minister for Highways, Mr. Hills, and the Department of Main Roads for its donation.

MORE ON NEW ZEALAND

Space limitations in the August issue forced us to leave out two extra Wellington photos. We erred in describing the double saloon cars as drop centres; as may be seen from the photographs they are in fact straight sill cars with centre entrances.

The Auckland Museum of Transport and Technology includes amongst its collection Wellington No. 47, a double decker not listed previously, and additionally has two Auckland cars, 4' 8½" gauge, Nos 248 and 253. The total of 8 cars will be housed in a four road depot, with two tracks of each gauge. Steam locomotives and other transport vehicles and technology items will make up the remainder of the exhibits.



B. C. C. insignia and numbers now in use are of self adhesive material, seen being applied to a drop centre car.

Photo, W. Parkinson



"Dreadnought" cars stored at Milton Workshops.

Photo, W. Parkinson

BRISBANE OBSERVATIONS

December, 1964

By R. Jones and W. Parkinson

The most interesting developments on the Brisbane tramways in recent months have been concerned with rolling stock. The following Dreadnoughts have been stored at Milton:- 121, 122, 123, 129, 130, 132, 138 and 143, together with 126 and 144 on blocks nearby. All these cars were complete, even to destination rolls. Cars 125 and 131 had been stripped for burning and were standing near the back fence, but owing to complaints from nearby residents and unfavourable press comment, the burning of cars had been temporarily discontinued. Car 133 was inside the workshops and unconfirmed reports stated that it was to be donated to a school at Wynnum. Car 139 was given to a school at Carina during September, complete with controllers, blinds and glass, and was still in quite good condition when inspected, although the glass and blinds had been quickly destroyed by vandals. The remaining cars were at Ipswich Road Depot, and consisted of 146, 179 (the last small windowed car) and 136, which is to be retained by the B. C. C. for special use similar to cars 65 and 99.

The lowest numbered FM car fitted with fluorescent lighting was 498. All cars are to be so equipped eventually although none had been done recently owing to the electrical staff being occupied in fitting 200 new buses being delivered to replace older vehicles. The lowest numbered Drop-centre car with air brakes was 277, only ten more cars remaining to complete the current program of fitting 50 cars with this equipment. Cars were being progressively fitted with resilient wheels although the total number soequipped is not known.

Maintenance of the trackwork continues as required. On the morning of 30th November, 1964, work was completed on a curve about a mile from Dutton Park Terminus, where grooved rail set in concrete had been used to relay the up curve. The Ashgrove line also appeared to have had some relaying completed recently, consisting of tee and grooved rail in concrete. Work began on the night of 1st December to lay grooved rail in concrete in Wickham Street, Fortitude Valley, while about a mile from the Doomben - Oriel Park junction on the Ascot line, pipes were being laid under Racecourse Road. At the junction itself the up line points of the crossover have been set in concrete while those of the down line remain in bitumen.

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TRACTION PUBLICATIONS.

P.O. Box 438, CANBERRA CITY, A.C.T.

An inspection was made of the lines abandoned in December, 1962. On the Kalinga line all overhead had been removed but the track was complete except for the junction with the Chermerside line, where the down line points had been removed and replaced by superelevated grooved rail set in concrete. The crossing and points on the up line had had the blades removed and replaced with grooved rail in bitumen. All overhead had been removed from the Bulimba Ferry line but the track and pointwork were complete except for the second of the three Q.G.R. rail crossings near the terminus, which was removed when the railway was relaid.

On 2nd December the overhead on the Toowong line was in the process of removal. The down line wire had been removed from Milton Tennis Courts crossover to the terminus but the track was complete except for the courts crossover which had been removed and replaced by a bitumen surface. Roma Street Station trams now use the crossover near the workshops. On the Rainworth line all overhead had been removed, while the track was complete except for the sections between Elizabeth and Nash Streets, and Barooka and Rainworth Roads.

(To be Continued)

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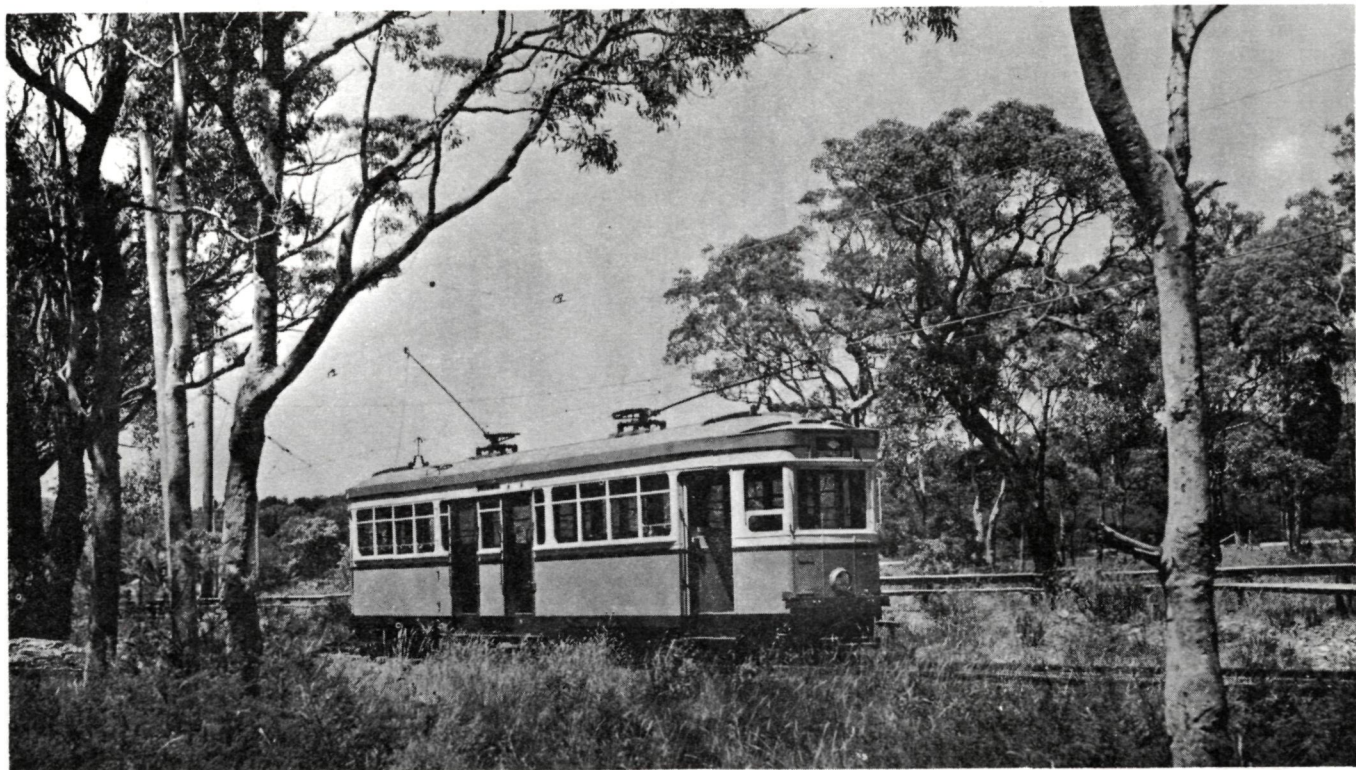
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STOP PRESS ! !

99u operated on trials on Saturday, 30th January and, following a compressor change on 1st February, has been passed for traffic.

Melbourne's Hawthorn Depot will be closed at the end of traffic on 13th February.

Jack Richardson of Traction Publications advises that he will not be in Australia during March. Correspondents please be patient!



"R" 1740, resplendent after polishing and partial repainting, poses near South terminus.