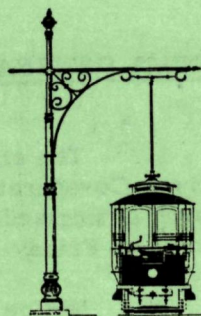


TROLLEY WIRE

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



APRIL 1965



ANNUAL GENERAL MEETING

The sixth annual meeting of the South Pacific Electric Railway Co-operative Society Limited will be held at St. Luke's Church of England, Church Hall, Stanmore Road, Enmore, at 8 p.m. on Friday 9th July 1965.

Notice is hereby given to all shareholders to be in attendance in order to participate in the election of directors for the next two years. Any shareholder wishing to stand for election to the position of director should satisfy the following requirements:-

1. He must be a financial member.
2. He must lodge his nomination bearing his own signature as well as those of a nominator and seconder (both of whom must satisfy part 1 above) with the Secretary at Box 103 G. P. O. Sydney by Friday June 4th 1965.
3. Those nominating for election, as well as the nominator and seconder, must be 21 years of age or over on June 4th 1965.
4. Shareholders nominated must be prepared to stand for any position on the Board.

The directors retiring in accordance with the rules of the Society are Messrs. R. Merchant, R. Murray, B. Parle and V. Solomons, all of whom offer themselves for re-election.

V. Solomons, Secretary

NEW MEMBERS

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

T.W. Coyle 131

R.C. Elder 132

W.J.H. Hall 133

COVER PHOTO: The Deputy Premier The Hon. P.D. Hills drives LP 154 to the ribbon to officially open the Museum Tramway.

Photo courtesy "Shire Pictorial"

TROLLEY WIRE

New Series Vol. 6 No. 3

Issue No. 97

APRIL 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. I. MERCHANT.

Secretary: V. SOLOMONS.

TROLLEY WIRE subscription rate

(for non-members)

10/- per annum, post paid.

DO NOT SPEAK TO THE DRIVER

Our major aim has been attained, and our museum is in business after eight and a half years of pleasant, but never the less hard, toil.

Yet all of this good work could be lost in one second if some careless act should result in a major mishap. It is important to extend a friendly welcome to our visitors, but this is not enough. As soon as a passenger steps onto our vehicles his well being is in our hands, so we should not take our duties too lightly; we should perform them at all times with safety as the primary motive in mind.

All of us, members in general, traffic staff in particular, should be fully conversant with our Working Orders and Regulations; we must work in harmony and think before we act.

With safety an established habit, accompanied by a smile of welcome for all visitors, a future of prosperity for our museum will be assured.

TRAMS RETURN TO SYDNEY

At 2-37 p.m. on Saturday 13th March 1965, after an absence of a little over four years, trams returned to public service in Sydney. It was at that moment that the Hon. P. D. Hills M. L. A. Deputy Premier of N.S.W. and Minister for Highways and Local Government, drove museum car "L/P" 154 through a ribbon stretched across the terminal track in the depot yard at Loftus. This event, witnessed by almost 1,400 visitors, marked the opening of passenger operation with electric trams at our museum and the conclusion of the first major stage of our development.

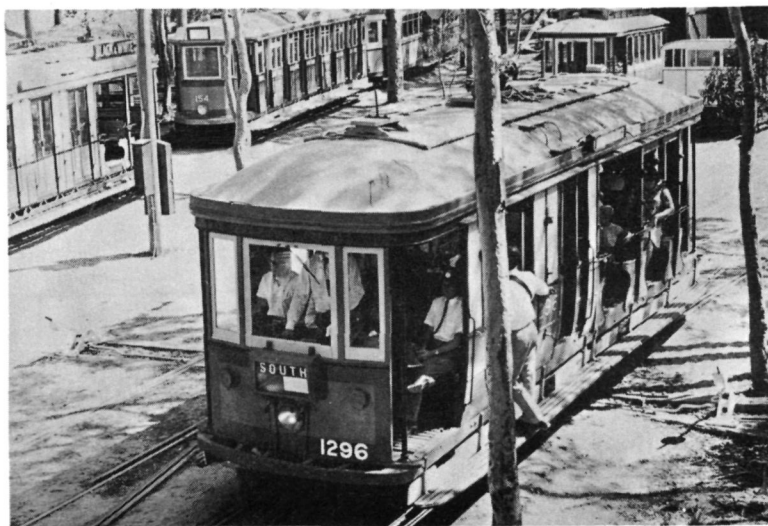
In addition to the Deputy Premier, this Society was honoured to have Mr. Rex Jackson M. L. A., State Member for Bulli; Mr. S. B. Berry, Commissioner for Government Transport; Mr. C. G. Wakely, Secretary of the Department of Government Transport; Mr. A. A. Shoebridge, former Commissioner for Government Transport; Mr. R. D. Harrison, Deputy President of the Sutherland Shire Council; Mr. J. Bourke, Bursar of the University of N.S.W.; Mr. N. J. Thorpe, President of the Australian Railway Historical Society; Mr. K. S. Kings, Chairman of the Tramway Museum Society of Victoria and Lt. Comm. F. Moag, of the N.S.W. Steam Tram and Rail Preservation Society amongst our official guests.

After weeks of "last minute" toil, the museum was presented to the visitors in a business like condition; four cars having been repainted for the occasion with an additional four gleaming after a general cleaning.

Member Kevin Martin, as Master of Ceremonies, introduced the Chairman of the Board to the gathering. Mr. McCarthy outlined the progress of the museum over the last eight years, acknowledged the help given by Government Departments and private bodies, and presented the reasons which influenced the establishment of the museum. The Deputy Premier, on being presented with a chrome plated engraved reverser key, congratulated the museum and its members on their attainments and, to the accompaniment of cheers and the strains of band music, drove "L/P" 154, the first electric tram to be preserved in Australia, through the ribbon.



The Deputy Premier Hon. P.D. Hills speaking at the Opening Ceremony.



K 1296 leaves the Depot yard on the first regular passenger trip on Sunday March 14.

Photo: W. Parkinson

After a round of congratulations the official party boarded the car and were driven along the tramway under the care of Driver J. Moffitt and Conductors P. Kahn and R. Francis. With the return of the official car to the depot yard, "K" 1296 departed from Loftus at 2-50 p.m. on the first passenger journey with Driver C. Rhodes and Conductor C. Bartlett and V. Solomons and a load of almost 90 passengers.

Following an inspection of the substation and other items and exhibits of interest, the official guests were entertained to the traditional afternoon tea and refreshments.

Between 2-50 pm and 5-30 pm two trams were continually in service along the tramway, passing at the depot junction and maintaining a five minute frequency. Cars 154, 1111, 1296 and 1740, assisted at one stage by the Cadillac rail motor, made 24 trips giving free rides to 1,344 visitors.

A highlight of the afternoon's events was the special trip from Sydney to the museum and return, of an eight car stainless steel interurban electric train set. Not only did this enable almost 400 of our visitors to be conveniently transported to our ceremony, but provided the unique opportunity of filming both vintage and modern electric traction side by side.

The Board sincerely thanks the members of the Society for their co-operation and efforts which made the function such an outstanding success and trust that their loyalty, and enthusiasm will be available for the second stage of the museum's growth, that of consolidation and expansion.

OFFICIAL RIBBON

At right is a souvenir of the opening of the museum's electric operation on Saturday 13th March. A piece of the Official cut at 2-37pm by the Hon. P.D. Hills M. L. A.



CATALOGUE GUIDE NOW AVAILABLE

An attractive 24 page Museum Guidebook is now available for 3/- (plus 6d postage). The book contains a detailed description of each car preserved accompanied by 21 photographs.

CONGRATULATIONS RECEIVED

We were honoured to receive messages of congratulations from the following people and groups on the inauguration of electric operation at our museum:

Railway Museum Committee and members Australian
Railway Historical Society (Victoria)

Board and Members Association of Railway Enthusiasts

Members, Lady Hopeton and Port Jackson Marine
Steam Museum

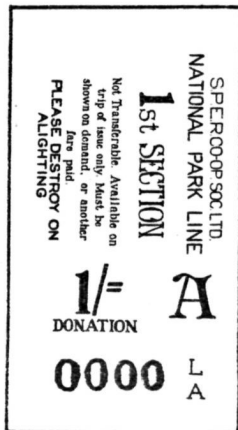
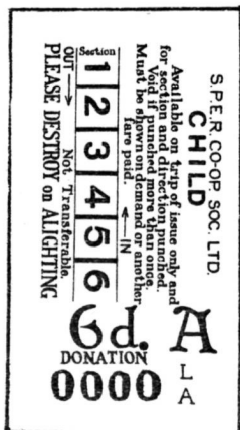
Committee and Members New South Wales Rail
Transport Museum

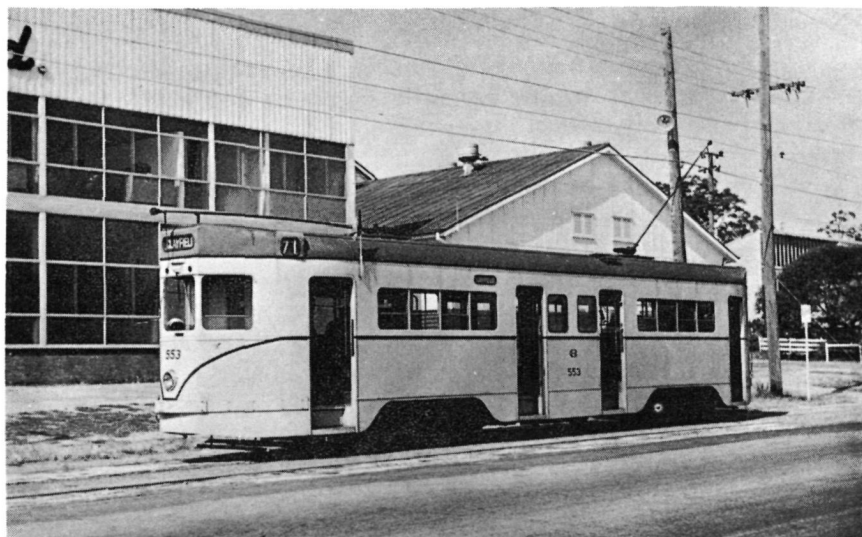
Council and Members Australian Electric Traction
Association (Victorian Branch)

Mr. Ken Butt

FARE TICKETS

The tickets shown are now being issued on tramcars in passenger service at the museum as receipts for small donations.





"Phoenix" car 553 at Salisbury terminus.

Photo, R. Jones



Last day scene outside Hawthorn Depot. The following day route 27 was discontinued and replaced by a diversion of route 74.

BRISBANE OBSERVATIONS CONTINUED

The Red Hill line was intact except for the Ashgrove end where the points and crossover had been removed and replaced by tee rail in concrete. The overhead was also complete except for the section between the frog and the crossover on the up line at the Ashgrove end. The Paddington Depot site had been completely cleared except for one wall to floor level. The pointwork was lifted some time ago and kerb and guttering put in, leaving no trace of the former depot entrance. On 29th November a "For Sale" sign was seen on the property but this was removed within five days.

Ten Sydney buses were still in Brisbane, all retaining their D.G. T. colour scheme. Even replacement panels had been matched with the Sydney colours. A few had Brisbane style route numbers fitted and where two front destination boxes were provided, the top one was used. On the Rainworth line the replacing bus service continues for about half a mile beyond the tram terminus, and runs into the city, but the service to Kalinga is almost non-existent and a different route is followed. Bulimba Ferry buses operate to Toowong and road surfaces on both routes have deteriorated markedly. This is also the case on the Rainworth line but the surface on the Kalinga route is still very good.

In conclusion, it might be said that while minor improvements to the system continue to be made in Brisbane, the trams have clearly fallen from official favour and their future is uncertain.

POSITION VACANT

The Board decided at the February meeting to establish the position of Tramcar Maintenance Supervisor. Members who wish to be considered for this position should lodge an application in writing to the Secretary by Friday 11th June 1965.

The volume of passenger business on Sundays has necessitated in over 20 additional members being appointed to the Traffic Staff. The selection has been made on the basis of service to the museum and availability. Members in this second batch of running staff have been notified and will be placed on a regular roster which envisages one day of traffic duty every two months.

TRAFFIC RETURNS

Traffic loadings for the first 3 weekends of electric operation were:-

Day	Date	Headway (Minutes)	Passengers carried	Trips
Sat	March 13	5	1,344	24
Sun	March 14	15	388	22
Sun	March 21	30/15	497	18
Sun	March 27	30/15	344	18
Total-----			2,573	82

J. Shoebridge, Traffic Officer

WEEKEND IN BRISBANE

Join us in Brisbane on the Labour Day Weekend (N.S.W.), October 2-3-4, 1965 for three days of Trams and Trolley Buses.

With its friendly and efficient service, Australia's newest trams and specially kept vintage cars Brisbane always offers an enjoyable time to the enthusiast.

The larger the attendance the greater the tours - both day and night.

Train and Hotel accomodation will be limited so secure your place now by sending £5 deposit to:

SPER TOURS BOX 103 G. P. O. SYDNEY

HAWTHORN DEPOT CLOSED

Hawthorn Tram Depot, situated on the corner of Power and Swan Streets Hawthorn, was closed after the finish of traffic on Saturday 13th February. This was undertaken from a desire to reduce traffic congestion from trams shunting into the depot rather than from economic considerations.

From the following day route 27, City to Hawthorn, was discontinued as a regular service and replaced by a diversion of route 74, City to Burwood, which operates from Spencer Street via the former route 27 instead of from Batman Avenue. A number of other minor service adjustments were made on the same day.

The depot has been left intact and is used by cars laying over between runs. Transfer of cars from Hawthorn began on the morning of the last day of operation, the trams being officially distributed between Kew, Camberwell and Glenhuntly depots, although six are in store at Brunswick pending instructions. As the Y and Y1 classes are not operated into the city owing to the absence of route number boxes, the five cars of these classes were transferred from Camberwell to Glenhuntly to avoid their running on route 74 which now runs into the city as described above.

VICTORIAN RAILWAYS

Disused overhead wiring between Rushall and Royal Park on the Inner Circle line was removed during February.

The first of 15 Tait trailers to be fitted with driving controls for increased 2 car operation is now in service. It is numbered 226D. One such Tait set has been in operation on the Port Melbourne and St. Kilda lines, running coupled to four swing door cars during peak hours.

Nineteen of the current order for 30 new trains are now in service. There are strong indications that the next series of new trains will be double deckers, following the success of this type of car in Sydney.

BACK COVER: 30T and 32 class steamers double head the Society's Annual Rail Tour into Mudgee on 7th February 1965. A 46 class electric handled the train between Sydney and Lithgow.

Photo: M. Giddey

