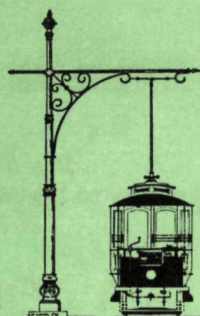


# TROLLEY WIRE

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**



**JUNE 1965**



## NEW MEMBERS

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

Graham Perry	134	Christopher O'Sullivan	135
Geoffrey Olsen	136	William Denham	137
Eldon Hogan	138	Trevor Watson	139

## OFFICIAL NOTICE

Notice is hereby given that shareholder No. 102 Mr. G. Hyde, has voluntarily resigned from Membership until a later date. His resignation was accepted by the Board with regret on 21st February 1965. V. Solomons, Secretary

## ANNUAL GENERAL MEETING

A reminder that the Annual General Meeting will be held at St. Luke's Church of England, Church Hall, Stanmore Road, Enmore, at 8 p.m. on Friday 9th July 1965. As many members as possible are expected to attend to elect directors for the next two years.

## TRAFFIC ROSTER

A traffic roster for operating crews on the S. P. E. R. tramway current until 3rd October has now been circulated to all members concerned. Crew members are reminded that if they are unable to take up duty on the days listed, the relief staff should be notified through the usual channels as explained on the roster circular.

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COVER PHOTO: Bendigo Birney 28, decorated for the 75th Anniversary of tramway operation in Bendigo, at Eaglehawk terminus.

# TROLLEY WIRE

New Series Vol. 6 No. 4

Issue No. 98

JUNE 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.

## POSITIVE EFFORTS

Over the years our museum has been fortunate in the abilities and the versatility of its members. This is amply illustrated by the fact that we have reached operational status with only a portion of the membership enjoyed by most overseas museums.

Recently, however, some members have been participating in "negative labours"—at the end of a day's toil their project is further from completion than it was in the morning.

Should this cult thrive, the progress of our venture will be severely hindered.

We appeal to you never to start dismantling anything:

- without the permission of the General Manager or the officer in charge;
- unless you are certain of what you are doing;
- without ensuring that the parts you remove do not become lost.

This is a co-operative society; please carry out your activities in a fully co-operative manner.

## CAR RESTORATION

Work in this field over the last two months resulted in the completion of external repaint jobs on cars "L/P" 154 and "C" 290, and both the external and internal portions of "K" 1296. It is to the credit of all members concerned that these three cars, together with touched up or cleaned cars "R" 1740, "O" 1111, "D" 134 "S" and "F" 393 looked so attractive on the opening day. It is worthy of note that "K" 1296 received its entire repaint in the short period of eight weeks.

The cars in regular service are now receiving regular maintenance under the hands of members Bob Harvey and Mal McAulay. Recent major work has been the remetalting of the bearing brasses on "O" 1111.

The interior of "C" car 290 is now ready for repainting. Work of recent weeks on rebuilding the interior as a bookshop has been completed. One longitudinal seat has been fitted facing a long book display shelf along the opposite wall. These recent interior constructions should only be regarded as temporary, for the final restoration of this historic car will be carried out as soon as our book shop can be installed in a permanent and stationary housing.

The Board hopes to announce soon a plan of "adoption" whereby members on the regular work force can look after and be responsible for the appearance and cleanliness of each of the repainted cars.

## RANDWICK SCRAPS ITS LAST "L/P"

The Department of Government Transport's last "L/P" class tramcar, No 222, was scrapped in the usual Randwick style by being burnt at 10.30 o'clock in the morning of Thursday 8th April. Written off on 17th October 1951, "L/P" 222 was originally considered for preservation by the S. P. E. R. but was rejected in favour of 154. The body was placed at the lower end of Randwick Workshops for use as a hothouse and remained slumbering beside the fence while an endless procession of trams passed by, pausing briefly on the scrap roads before entering the workshops for the last time. Seemingly indestructible, it stayed untouched while new "R1" cars came and went, but now improvements to the area by the Department of Technical Education have brought about its inevitable end.



"C" car 290 poses in the depot yard in its new colours of olive, fawn and grey.



Overhead line car 99 "U", one of the recent additions to the operating fleet, seen in use early in May on the northern extension of the main line.

## MISCELLANEOUS ITEMS

Most of the cars in regular passenger service now carry our own coloured and destination roll attached to the end of a conventional NSWGT roll. These new signs are the result of work carried out by the Manning brothers who have also been instrumental in having sets of side, non coloured rolls of a similar nature commercially prepared.

On 21st February, just prior to the opening, ABC Television made an interesting film on museum progress. This appeared on the N.S.W. channels during the evening of February 23rd, and in Victoria on the following night. Since then it has reappeared several times both in this state and on other interstate networks.

## TRACK and LINESIDE

The new terminal track, which now extends 120 yards parallel with the NSWGR National Park Branch along our depot yard, was brought into use at 6 pm on Saturday 13th February. This track is now used as the terminus when one tram only is in operation. Since the opening the wooden dais has been used as a small loading platform and has proved so successful that a slightly elevated brick platform of one car length and of a more permanent nature will soon take its place.

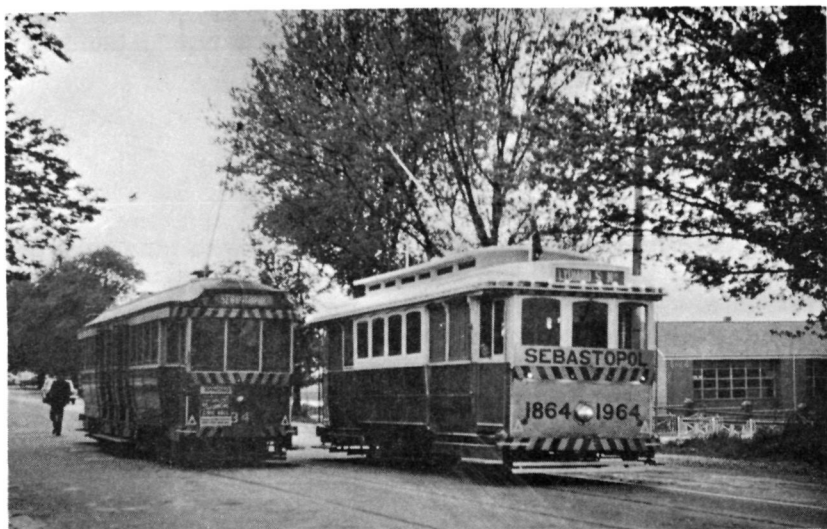
Thanks to Neil Sorrenson and other workers handy with paint brushes, the various hardware and impedimenta along the track are now gleaming under coats of new paint. A green "Tramway" waiting seat and a "Terminus" post now grace the south end of our line, a staff box and staff at the depot junction now control the safe working along the single track section, while the steel span pole in the depot yard has been restored to its original glory with the ornamental ferrules and grommets picked out in contrasting colours.

Four telephones are now in our private circuit. The two recent additions have been fitted at the terminus and in the signal box. Thanks go out to the Manning brothers for this latest installation.





Melbourne "W5" car 777 on route 77 passes along Swan Street, Richmond, on 27th March, the day before relaying started on this section.



For the Sebastopol Centenary celebrations in 1964, Ballarat car No 18 was decorated in a stylish colour scheme of gold with blue roof and red trim. The car is shown here working on the Golden Square to Lydiard Street North service.

Photo, K. W. Taig

## ELECTRICAL AND OVERHEAD

Recent overhead construction and adjustment has now enabled trouble free operation for all cars over the entire museum system. Five tall heavy duty poles have recently been placed in service along the main line, rendering redundant the shorter poles which were causing the trolley rope to catch in the air coupling pipes at several low places in the overhead. A second steel pole is now in position in the depot yard and when painted and brought into use will add further colour to the scene.

Two DC shunt wound motors, of 15 and 18 H. P. capacity were recently purchased from the N.S.W.G.R. at their scrap value. These will be utilized in our substation as DC generators in the motor generator sets. One of these new machines will be coupled with a 3 phase 415 volt AC motor to provide a third set while the other will be used as a standby replacement.

A cluster of lights has been mounted on the signal box to further illuminate the depot yard area. At present these draw current from the 600 volt DC supply, but work is now in hand on extending the AC domestic lines to this location.

## "N" CAR RUNS AGAIN

The museum's mobile fleet increased to nine cars on Sunday 16th May when "N" 728 was operated under its own power for the first time. The car operated very smoothly, but considerable restoration work remains to be done to the body and it may be some months before the car is used in passenger service. "N" 728 will be our first passenger car in the pre-1918 chocolate and cream colours.

## A NOTE FOR THE TRACK GANG

On 28th April, 1869, in Utah, a gang of eight men laid ten miles and 56 feet of track in a single day. At this rate the whole of our proposed line through the Royal National Park could be completed in less than one hour.



TRAFFIC RETURNS

Passenger loadings on the S. P. E. R. Tramway for the period since those recorded in the last issue of "Trolley Wire" are:

Day	Date	Headway Minutes	Passengers	Trips (= 1 mile)
Brought forward....			2, 229	64
Sunday	27th March	30/15	382	18
Sunday	4th April	30/15	691	26
Sunday	11th April	30/15	173*	19
Saturday	17th April	30	79	12
Sunday	18th April	30/15	200	14
Monday	19th April	30/15	592	22
Sunday	25th April	30/15	466	18
Monday	26th April	30/15	335	20
Sunday	2nd May	30/15	541	22
Total.....			5, 688	235

\* - Wet weather

BALLARAT NOTES

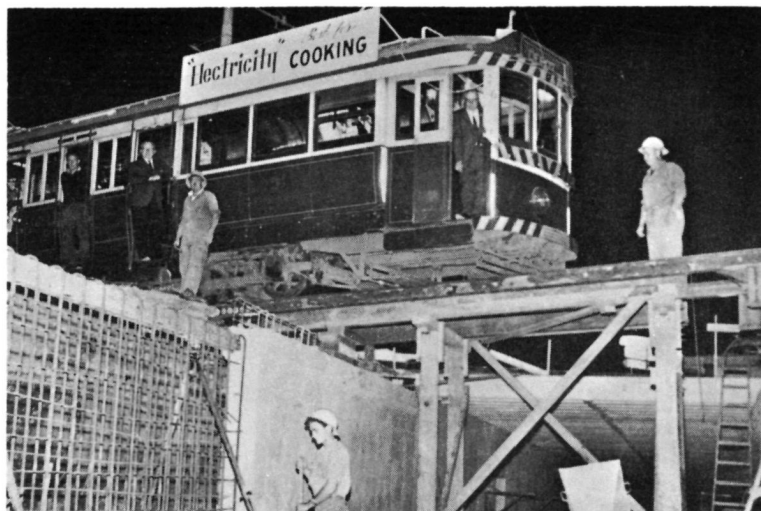
Late in 1964 single truck car No 18 was repainted in a special colour scheme for the Sebastopol Centenary celebrations. The sides and aprons of the car were painted gold while the roof was pastel blue. Red lettering and white window frames added a further touch of colour and a row of lights around the roof canopy illuminated the car at night. The figure "100" was painted in large numerals on the sides of the car, in addition to the lettering "Sebastopol - 1864 - 1964" on each apron.

No 18 was later used by Myers for Christmas sale promotions with added decorations, but has since been returned to its normal colours.

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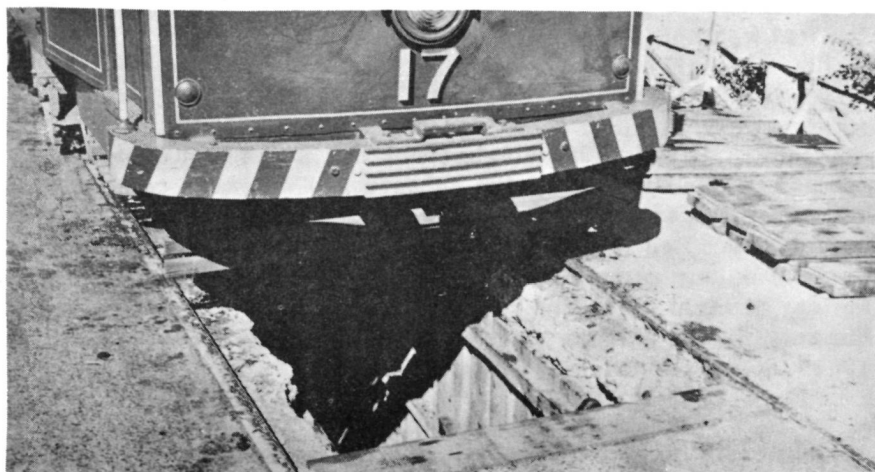
★★★ COMING SHORTLY ★★★

October 1965 will see the publication of the one hundredth issue of "Trolley Wire". Nobody with an interest in tramways will want to miss this very special edition -- make sure of your copy by taking out a subscription today!



The first car to be transferred between Bendigo and Eaglehawk during the bridge rebuilding at Charing Cross, bogie car No 5, is seen making the crossing on 2nd April.

Photo courtesy "Bendigo Advertiser"



During the temporary isolation of the Eaglehawk line, cars were stabled on the disused extension at the terminus, and a short pit, shown here, was provided to allow for running maintenance.

BENDIGO NEWS

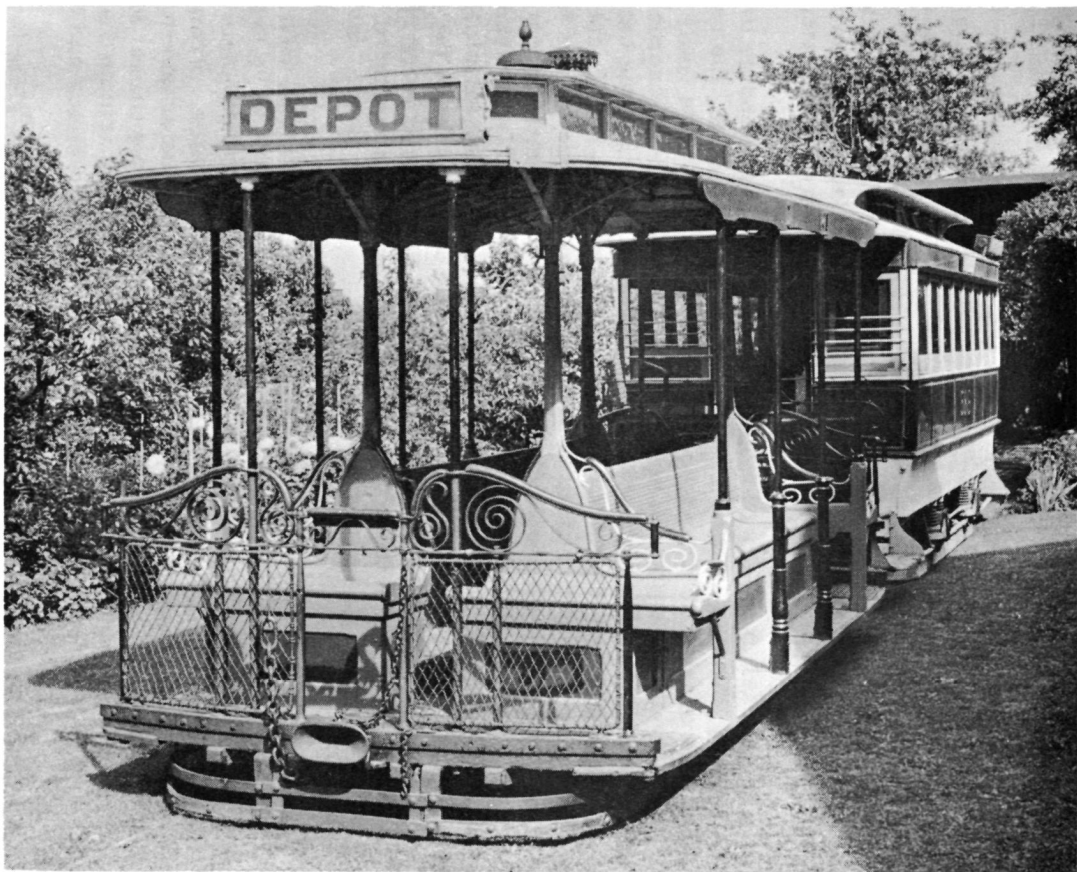
Birney 28 was overhauled and specially painted for the 75th anniversary of the Bendigo tramways. It appeared on Saturday 10th April and was employed on a special journey around the system by members of the Tramway Museum Society of Victoria. The car was in regular daytime traffic for at least two weeks in its anniversary guise. A temporary connection over the Eaglehawk line crossing of Bendigo Creek enabled the tour car to cover all the system.

The first day of isolated operation on the Bendigo to Eaglehawk line was Monday 15th March 1965. To "house" the cars 150 yards of the long abandoned length of track in Sailors Gully Road beyond the Eaglehawk terminus was reopened, new overhead and poles erected, a pit approximately ten feet in length dug between the tracks and four clusters of flood lights erected to illuminate the parked cars. As the crossover at Charing Cross Bendigo was too close to the creek excavations, a new one near McKenzie Street had to be laid located between the third and fourth centre bracket poles westward from the main city junction. A similar terminal crossover was connected between the up and down tracks of the eastward Quarry Hill line to enable the cars which normally work right through to Eaglehawk to turn back between the second and third centre bracket poles east of the junction.

The isolation of the Eaglehawk line lasted until 20th April 1965. During this period a maximum of six cars were isolated on the Eaglehawk line, cars 3, 4, 5, 17, 18 and 24 being observed during the later stages of the special operation. From time to time a temporary trestle was erected over the excavation to allow cars to run back to the main depot in Hargreaves Street for routine maintenance; car 5 was the first to make this trip on 2nd April 1965. Three cars were the minimum isolated at any one time.

As reported in October 1964 "Trolley Wire", the bridge rebuilding project at Nolan Street, North Bendigo, caused little interruption to tramway traffic. The only instance when trams were withdrawn from the service occurred for a three week period when an embankment under the temporary tramway bridge gave way at a time when there were no trams beyond. A mini-bus had to be pressed into service on this occasion. The intermediate loop in Whitehorse Road on the North Bendigo line has been closed in recent months and the points at the "up" end removed. It is thought this could be due to a shortage of materials for the additional crossovers at Charing Cross described above.

Melbourne cable dummy 436 and trailer 586, privately preserved in a Melbourne suburb. Another trailer, No 290, is preserved at the same location.



MELBOURNE TRAMWAY NOTES

Following the completion of relaying and duplication in Sydney Road, North Coburg, work began on a major relay in Swan Street Richmond on Sunday 28th March. The roadway and tram track on this section were in very poor condition, and the whole road is to be repaved by the M. M. T. B., on behalf of the local council who will pay the cost of work on the non-tramway area. Concurrently water mains are being renewed by the Melbourne and Metropolitan Board of Works, providing a good example of co-ordination by public utilities on roadworks. Another track gang has been carrying out minor work on the South Melbourne-St Kilda Beach line.

On 1st March work began on replacement of the tramway trestle bridge across the Maribyrnong River. Owing to the poor condition of the road bridge nearby, a single new road-and-tram bridge is to be built on the alignment of the present tramway bridge. The first stage consisted of raising the tracks at the western end by about six feet, which was done by adopting single line working over each track in turn. An illustrated account of this work will be published at a later date.

Two M. M. T. B. engineers are to go overseas to Europe and Japan later this year to study tramcar designs and features for Melbourne's new cars, tenders for which are expected to be called on a world-wide basis about the end of the year. It seems unlikely that any more new trams will be built at Preston Workshops. A recent Parliamentary statement revealed that new construction at Preston in the early 1950's caused a severe backlog of overhauls on the rest of the fleet, a situation which the M. M. T. B. does not want to occur again. With new cars in sight, thought is being given to reducing maintenance on some of the older cars in anticipation of their withdrawal.

In a surprise move in mid-April, the M. M. T. B. withdrew from service the five cars of the "Y" and "Y1" classes. These cars were transferred from Camberwell to Glenhuntly in March as a result of the closing of Hawthorn Depot, and it is rumoured that they were not popular with Glenhuntly crews.

The sudden nature of this action is illustrated by the fact that "Y1" 613 was about to be outshopped from Preston after a complete overhaul and repaint when the withdrawal decision was made. This car and No 612 are now stored in the body shop at Preston, while No 611 and "Y" 469 are in the paint shop. No 610 is stored in the open at the rear of the workshops.

# Traction Publications

## Books on Australian Railways and Tramways

### No. 1: DESTINATION 'CITY'

Full details of the electric tramway rolling stock of the Melbourne and Metropolitan Tramways Board, with pictures of each class. 2nd Edition. 4/-

### No. 3: DESTINATION 'CIRCULAR QUAY'

Full details of the electric tramway rolling stock of the New South Wales Government Tramways, with pictures of each class. 2nd Edition. 4/-

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Full details of the rolling stock of the Brisbane City Council tramways, with pictures of each class. 2nd Edition (enlarged). 6/-

### No. 101: ACROSS THE BRIDGE

History of the North Sydney Lines of the Sydney tramways. Fully illustrated, with map. 4/-

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An album of pictures of railway scenes, mostly steam, from all parts of Australia, with a nostalgic flavour. Printed on art paper. 5/-

### No. 502: ALONG THE LINE No. 2

The mixture as before, but all steam, and more widely representative. Printed on art paper 5/-

### No. 503: ALONG THE LINE No. 3

Another all-Australian album in reminiscent vein. Ready about March. 5/-

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Queensland railways in picture, including the 2ft. gauge lines. Art paper, Ready February. 5/-

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Attractive railway scenes from the state with the big engines! 5/-

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Present-day scenes on all Australian railway systems, with map, and brief explanatory text. Printed on art paper, with glossy card cover. 10/-

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Brief history with numerous illustrations. Ready about May. 15/-

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First of a series on N.S.W. coal railways. Ready about April. 15/-

Address orders and enquiries to:

TRACTION PUBLICATIONS.

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



The M. M. T. B. has become the first tramway system in Australia to use non-metallic brake shoes. Following tests which proved very satisfactory, car 840 (SW5) entered passenger service with composition brake shoes during the week beginning 29th March. The result of this experiment will be awaited with interest. Another rolling stock development, not previously reported, is the fitting of "Pyneboard" drivers' doors, the first car to be so equipped being "W5" 731, on 22nd April 1964. A trial window sash has been made from this material and will undergo trial on a steel bodied car.

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Late news: The relaying and road construction in Swan Street, mentioned above, was completed on 16th May. This is believed to be one of the fastest relaying jobs ever done in Melbourne. "Before and after" scenes of this work are expected to appear in the next issue of "Trolley Wire".

### TRAMS OPERATE AGAIN IN WELLINGTON

At 5.50 pm on Sunday 28th February 1965, trams operated electrically again in New Zealand, only nine months after the last of their breed left the streets in Wellington.

On 28th February, the Wellington Tramway Museum Inc. (formerly the Tramway Preservation Society) transferred "Fiducia" car 235 from its temporary storage place at Seaview to the museum depot at Queen Elizabeth Park, and a mere six and a half hours after the car had settled onto its new rails it was driven electrically along portion of the 90 feet of track at present in position in the Park.

D.C. current is at present being produced by a generator mounted in the interior of ex-Wellington bus No 247, taking its power through a chain from the bus drive shaft. The words "Queen Elizabeth Park Tramway Museum Mobile Power Unit" emblazoned on the side of the vehicle are no idle boast, since the bus in its new role is still fully mobile, being able to carry its museum passengers in the little remaining space not taken up by the large generator.

We wish this Wellington venture and its sister group in Christchurch our congratulations on their achievement over recent months and hope to make their progress reports a regular feature in these pages.

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### BACK COVER:

The conductor swings along the footboard as "L/P" 154 starts away from the depot terminal road on a run to South terminus.

