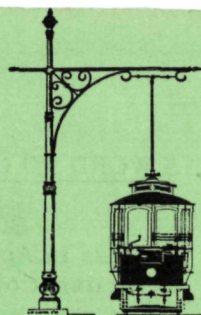


TROLLEY WIRE

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



AUGUST 1965



A WORD TO OUR READERS

Since "Trolley Wire" was first printed by the offset process in April 1964, it has been printed by the N.S.W. Department of Railways as a favour to the Society. The Department's generous action considerably reduced our production costs; but recently the preparation of the magazine has tended to strain their resources and we have been obliged to face the full costs of commercial printing. Although our circulation is now sufficient to reduce the impact of these costs, an increase in price is still unavoidable.

Commencing from the October issue, the price per copy will be 2/6 or 25c and the subscription rate will be 17/6 or \$1.75 per annum. Shareholders will continue to receive their copies as at present. With the change to commercial printing, larger issues will be possible; as the circulation rises, we hope to increase the number of pages without a further price increase.

Our thanks go to the Department of Railways, and especially to Mr. Brown and his staff, of the Central Duplicating Bureau, for their help over the past months. Thanks for a job well done.

CHRISTMAS SOCIAL EVENING

Preliminary arrangements are being carried out for an "Open House" afternoon at the museum followed by a smorgasbord dinner and social evening at the Loftus Community Hall on Saturday 4th December 1965. During the afternoon a group photo of as many museum members as possible will be taken at the depot. More details of this event will be published in the October edition of "Trolley Wire".

COVER PHOTO: "W2" 330 stands at the terminus of route 27 while "SW6" 876 passes Hawthorn Depot, Melbourne, on its way to Batman Avenue, inward bound on route 74. The day after this photo was taken on 13th February, route 74 was diverted, route 27 discontinued and Hawthorn Depot closed.

TROLLEY WIRE

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Issue No. 99

AUGUST 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.

Editor: D. BUDD

Subscription rate (for non-members):
10/- per annum, post paid.

NEW MEMBERS

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

David Cranney	140
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Stanley O'Donnell	144
Allan Garbutt	145
James Bamford	146
Brian Muston	147
Robert Casey	148

NEW RAIL PURCHASES

Two major rail purchases have been made by the museum in recent weeks. In each case only a nominal sum was involved, so that they can really be regarded as donations by the two authorities concerned.

The first is approximately 500 yards of track, laid in grooved rail and set in bitumen, on the former Ascot race-course line. Now inside the boundary of Kingsford Smith (Mascot) Airport, this track was kindly made available by the Department of Civil Aviation.

The second is 77 chains of open ballast track comprising the Regents Park to Potts Hill branch railway line, together with a run round loop and catchpoint. Disused since the

recent closure of the Potts Hill pumping station, the rails and sleepers from this line are both in good condition and will enable the renewal of some of the poorer sections of our present route. Our very sincere thanks go to the Metropolitan Water, Sewerage and Drainage Board for their generosity in making this track available to us.

DIRECTORS FOR 1965-66

The Directors of the new 1965-66 Board now occupy the following positions:

Chairman of the Board	K. McCarthy
Managing Director	R. Merchant
Secretary Director	V. Solomons
Minutes and Share Director	R. Clarke
Financial Director.	L. Gordon
Assistant Financial Director (Publishing) . . .	C. Rhodes
Assistant Financial Director (Traffic revenue and Subscriptions).	B. Parle
Honorary Life Director	N. Chinn

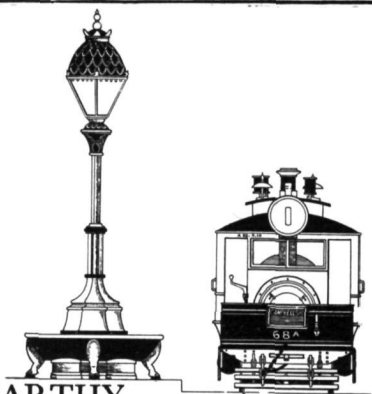
We take this opportunity to place on record our thanks to our former Deputy Chairman, who was not re-elected to the Board. Ron Murray had been a Director since the incorporation of the Society as well as a member of the museum group from its second meeting. During his term of office he occupied the post of Chairman until December 1963 and will be best remembered for his assistance in having the Society registered as a Co-operative venture and for arranging donations to the Society as allowable taxation deductions.

Colin Rhodes was elected as a new director and has filled the new role of Assistant Financial Director (Publishing) which should considerably ease the working load of our other two financial directors.

GENERAL MEETINGS

Barry Tooker is to be thanked for providing a 16mm sound projector at our recent Annual General Meeting. This enabled the screening of our archive films taken by TV film teams of our museum progress over the years as well as commercial gems showing the construction of the Harbour Bridge in 1925-32 and steam train operation over the Blue Mountains just prior to electrification.

MAITLAND TRAMWAY VENTURES



R. WILLSON and K. McCARTHY

The South Pacific Electric Railway has pleasure in announcing the forthcoming publication of this 96-page history of the fascinating street tramways of Maitland, N.S.W. Closed in 1926 after a short and varied existence, this four-mile steam-operated system has previously been neglected by tramway historians, so that "Maitland Tramway Ventures" will fulfil a long-felt need.

In addition to an outstandingly informative text, this volume includes the following features:

- *Choice of cloth bound or soft cover editions.*
- *Fully illustrated with maps, diagrams and over two dozen photographs.*
- *Reproductions of staff and fare tickets and the Bundy roll from the last day of operation.*
- *Fascimile reproduction of the complete 1912 working timetable.*
- *Full colour reproduction of front destination roll.*
- *Comprehensive index.*
- *Printed on art paper, size 9½" x 6".*

Prepublication prices (available until 15th October only):
Soft cover 18/-, cloth bound 24/-, both prices post free.

Order your copy today! Publication date: Early December.



"P" 1497 about to depart from the depot on its first passenger journey, on 13th June.
Photo, W. Parkinson



"N" 623 being demolished at Beecroft. This car was completely dismantled to underframe level in only eight hours on 3rd July.

TRAFFIC SUMMARY

The following table gives a summary of traffic operations for the period ending 31st July, 1965.

MONTH	DAYS OF OPERATION	NO OF TRIPS	NO OF PASSENGERS
March	4	82	2, 561
April	7	131	2, 536
May	5	107	1, 980
June	5	111	2, 424
July	4	77	1, 861

TRAFFIC NOTES

During the past few months passenger figures have continued to show an upward trend, with a daily total of over 600 now being quite common. Points of interest have been the museum's first private chartered trip, on 12th June, and the introduction into passenger service of the "P" car on 13th June. On Sunday 4th July our 10, 000th passenger was carried, as noted elsewhere, while Sunday 1st August saw the first standing load on our tramway - 60 passengers aboard "R" 1740. On this day a total of 693 visitors rode the trams, the highest daily figure so far recorded, a fifteen minute service being required from 10.15 am to 5.00 pm.

10, 000th PASSENGER

At 3.25 pm on Sunday 4th July, just four months since the official opening of passenger operation, our 10, 000th passenger, Mr. James Wallace Bell boarded car 154. A very brief ceremony was held to mark the occasion and Mr. Bell was presented with a guide to the museum collection by the Chairman of the Board.

CENTRE PAGES: Brisbane drop centre car 383 on the traverser at Milton Workshops.

Photo, W. Parkinson



ALL OVERHEAD
WIRING MUST BE
MAINTAINED AS
SPECIFIED

WORKSHOPS

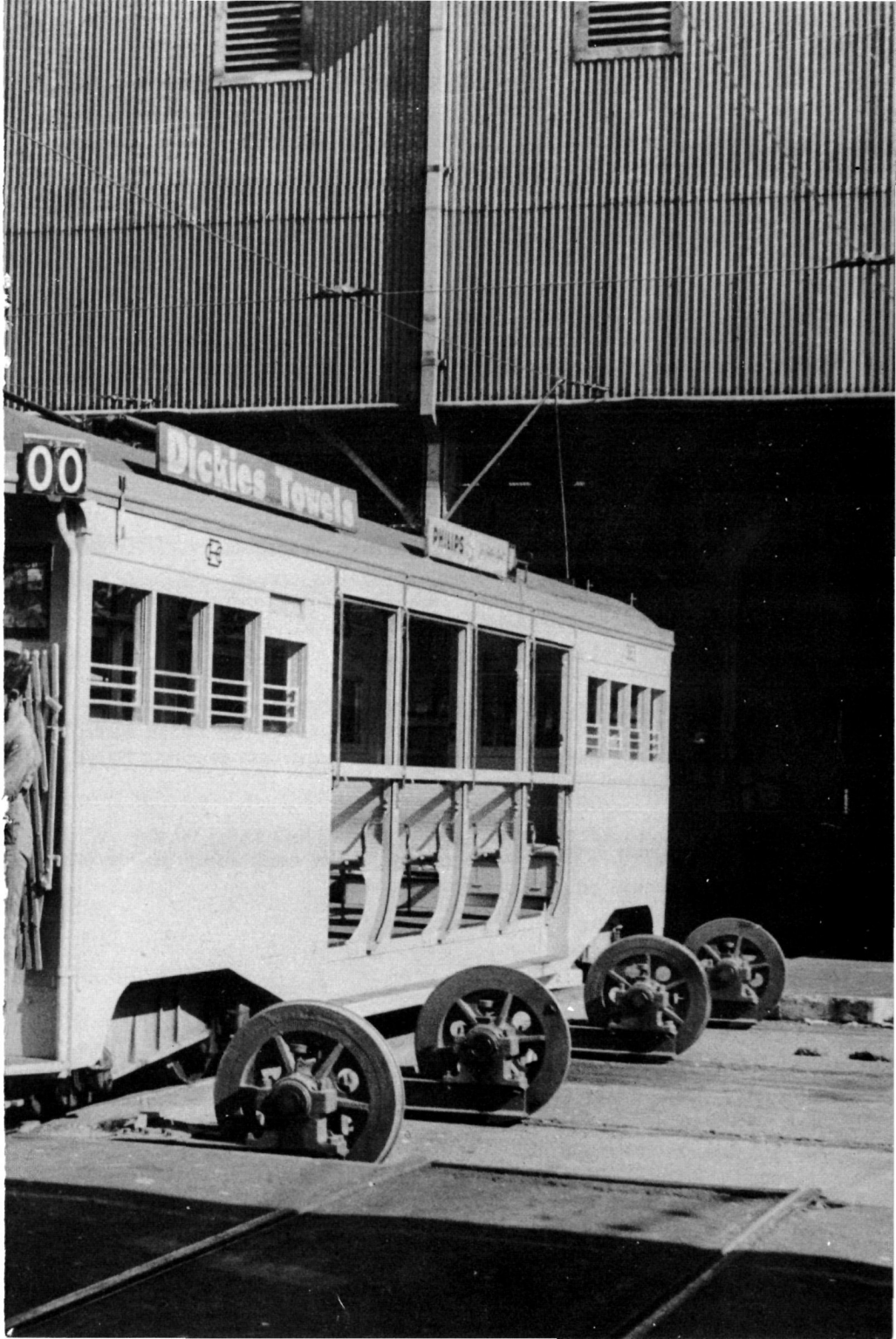
290

NOW
OPEN!
COUNCIL
LOAN
£5! £5!
WEEK END ONLY

383

Join
GEOFF
4 PM MON-FRI
430

WOMAN
WOMAN
WOMAN



PROGRESS IN RESTORATION OF MUSEUM CARS

Work over the last two months in the car restoration field has been centred on the restoration of "N" 728 and "C" 290 for regular traffic operation.

As reported in the last issue of "Trolley Wire" the "N" type car 728 operated under its own power on Sunday 16th May and since then work has been largely centred on electrical and mechanical restoration. To aid this, two pits were dug on the depot yard siding on 6th June, while on 11th July the lighting circuit in this car was restored.

Some time ago the exterior paint work on this tram was cut back to bare wood and reapplied to the undercoat stage; latest efforts have concentrated on the stripping of the many jaded layers of varnish on the interior panels and doors.

Work on restoring damaged and decayed woodwork has been greatly assisted with the recent donation of the bodies of "N" cars 623 and 634 for dismantling, by the Beecroft Grammar School. This task was completed over four Saturdays commencing 3rd July. The most valuable spares made available in this project are perhaps the Red Cedar seat backs which were removed from our car at Randwick Workshops just prior to being handed over for preservation.

The internal painting of "C" 290 has reached the undercoating stage and we hope to report the conclusion of this project in the next edition of "Trolley Wire".

PUBLICITY

Museum activities have received considerable publicity during the last two months. A tramway display at David Jones department store included material about the museum, the donation of the old Miranda steam tramway waiting shed was reported in the local press and a column dealing with our operation in the July issue of "Open Road" resulted in increased riding during that month. Our biggest publicity feature to date took place on Channel 9 during the week ending 30th July, when five musical sequences filmed at the museum on 4th July were shown on "Talent Spot" on the "Comedy Capers" program. One sequence was televised each afternoon for five days. (Photos of the TV crew in action at Loftus are shown elsewhere in this issue).

LINESIDE DEVELOPMENTS

In preparation for future track extensions at the museum, per way material is being stockpiled at the rail head. Already enough sleepers, spikes etc. are on hand for the first 150 yards. The overhead and electrical sections have also been active recently. Work is in hand on replacing the last of our light weight span poles with heavier ones and the recent donation of an ornamental, fifty year old street lamp standard will be in keeping with the decorative steel span poles when it is erected in the depot yard. Vandal proof fluorescent lamp brackets have been purchased for erection around the depot car shed and work on the extension of AC power cables for this project is well advanced.

COMPOSITION BRAKE SHOES

Through an oversight, it was incorrectly stated in our last issue that Melbourne was the first Australian tramway system to use composition brake shoes. In fact these blocks have been used experimentally in Brisbane for some years.

Testing of asbestos composition liners fitted to cast iron blocks began late in 1959, but the trams so fitted were destroyed in the Paddington fire in 1962. Beginning in 1963, tests were conducted using Victorian Railways blocks adapted to fit Brisbane tramcar wheels.

Earlier this year one car, No 456, was fitted with composition brake blocks similar to those being tried in Melbourne, and is at present the only Brisbane car with non-metallic brake shoes.

DUPLICATED MAIN LINE AT CRICH MUSEUM

On Sunday 4th April 1965 the Tramway Museum Society opened the second track on the main line of their system, inaugurating what we believe to be the first true duplicated main line working in any tramway museum. (All other double track stretches seem to be only within yard or depot limits). To this museum, which has made remarkable progress since their first day of electric operation on 6th June 1964, we offer our sincerest congratulations.

AROUND THE SYSTEM



"Talent Spot" - Kathy Warnes sings "The Name Game" from the roof of "L/P" 154 on 4th July.

The museum's 10,000th passenger, Mr James Wallace Bell of Liverpool, alighting from car 154 on 4th July.



AUGUST 1965

TROLLEY WIRE



Lights, camera, action Ann Cashman (beside the Bundy Clock) sings the "Trolley Song" for Channel 9 while "K" 1296 provides authentic atmosphere.

AROUND THE WATERFRONT

The past few months have been eventful for those interested in water transport in the Sydney area. Saturday 29th May saw the opening of the new Captain Cook Bridge over the Georges River, and the consequent end of the Taren Point vehicular ferry service. Several museum members were aboard for the ceremonial last crossing of the punt which was carried out with a police launch in close attendance -- shades of tramway closures. A squad of marching girls travelled on the second last (southbound) trip, and after 22 cars had driven aboard, the last trip departed from Taren Point at 1.44 p.m. A smooth crossing brought the punt, No 31 on the Department of Main Roads roster, to Rocky Point at 1.50 p.m. and the cars were driven off to the clicking and whirring of press and TV cameras. For No 31 this was to be but a temporary release, for it has since been transferred to the Parramatta River for the Mortlake to Putney service.

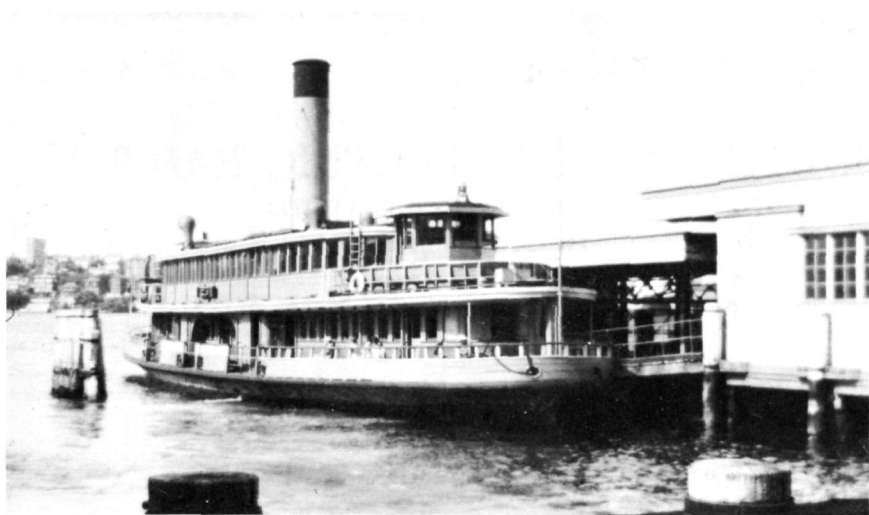
Two days later, on the evening of 31st May, the remains of the S.S. "Kubu", the last steam ferry operated by Sydney Harbour Ferries Pty Ltd, were burnt at Kerosene Bay, one of the recognised "scrapyards" of the harbour. Withdrawn in 1960, the "Kubu" quickly had her engines removed, and has since led a dismal career lying unwanted at various moorings. Eventually she quietly settled on the bottom of Blackwattle Bay, but was refloated and finally towed away to meet her fate, dealt out in a style reminiscent of the tramways. The burning simplified removal of her copper fittings.

COMING SHORTLY

With our October edition, the total number of issues of "Trolley Wire" will reach the one hundred mark. To celebrate the completion of our "centenary", we are now preparing a specially enlarged number, with articles surveying the tramway museum movement around the world and the present state of tramways in Australia today. Nobody with an interest in tramways will want to miss this very special edition - make sure of your copy by ordering today!



The Taren Point punt crossing the Georges River, with the Captain Cook Bridge nearing completion in the background.
Photo, the "Sydney Morning Herald"



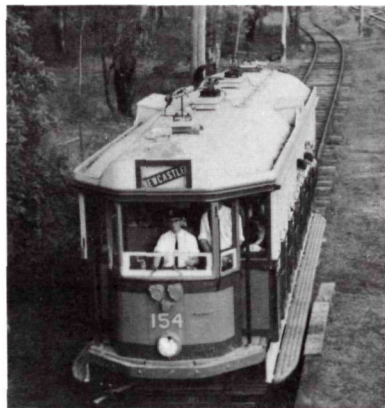
S.S. "Kubu" in happier days at Circular Quay
Photo, V. Solomons

SYDNEY TRAMS ARE BACK

After an absence of over four years, Sydney has a regular tram service again.

From 11 a.m. to 5 p.m. on Sundays and Holidays, trams operate on the **South Pacific Electric Railway**, situated in Lady Rawson Avenue, Loftus, close to the Princes Highway, one mile south of Sutherland.

Come for a ride next Sunday!



SOUTH PACIFIC ELECTRIC RAILWAY

CO-OPERATIVE SOCIETY LIMITED

TRAMWAY MUSEUM

A member of the Transport Committee of the International Council of Museums and of the Association of Railway Museums.

Enquiries: Box 103, G.P.O., Sydney, N.S.W.