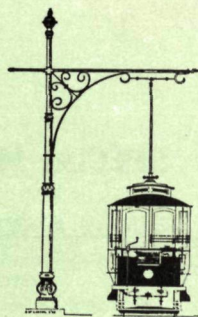


TROLLEY WIRE

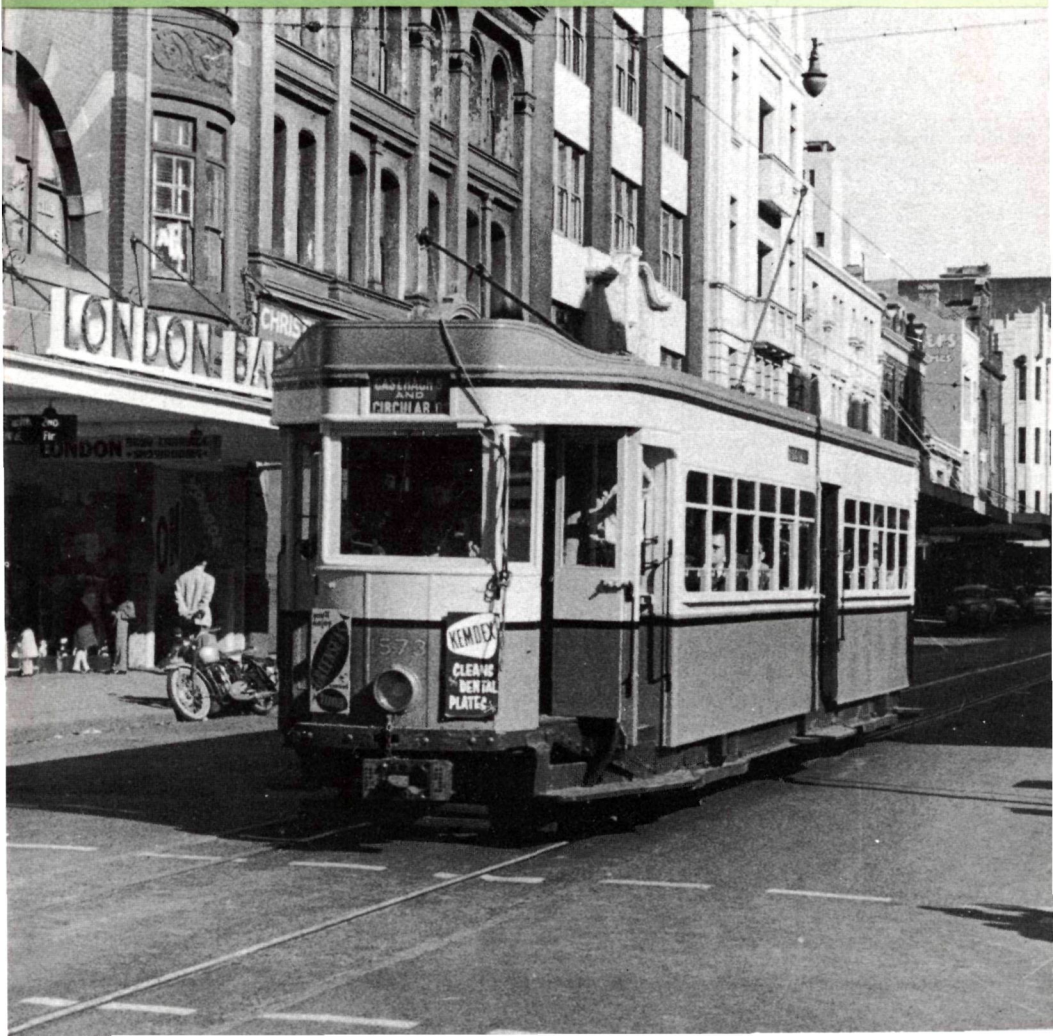
Magazine of the
SOUTH PACIFIC ELECTRIC RAILWAY

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

TWENTY FIVE CENTS



FEBRUARY 1966



SPECIAL NOTICES

SUNDAY WORK AT POTTS HILL

Until the rail lifting programme at Potts Hill is completed, work parties will be concentrated on this task on the second and fourth Sundays of each month, as well as every Saturday.

Work party days will only be held at the Museum at Loftus on the first and third Sundays of the month during this period.

APRIL MEETING

At our next general meeting, to be held at 8 p.m. in St. Luke's Church Hall, Stanmore Road, Enmore on Friday 22nd April, the museum will be honoured to have as a guest visiting traction enthusiast Mr. Raymond De Groote Jnr. of Chicago.

Mr. De Groote will screen slides and address the meeting on tramway museum developments in the U.S.A.

GROUP PHOTO OF MEMBERS

Copies of the group photo of members appearing on page 9 are now on sale. Prices are:

8" x 6" - 25c
15" x 12" - \$ 1.25

both prices post free, and they are printed on glossy paper. Place your order by writing to Box 103, G.P.O. Sydney, enclosing appropriate remittance, or alternatively you can order through the museum bookshop at Loftus.

Owing to a special price reduction applying to these prints, a closing date of 31st March, 1966 will apply for orders at these prices, and the photos will be distributed early in April.

COVER PHOTO: The S. P. E. R. 's newest acquisition, "PR1" 1573 pauses at Park Street in 1957, inward bound for the Quay via Castlereagh Street.

Photos of 1573 in this issue are by Mike Giddey, Bill Parkinson, Vic Solomons, Barry Tooker and "Trolley Wire" staff.

TROLLEY WIRE

New Series Vol. 7 No. 2

Issue No. 102

FEBRUARY 1966

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

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\$1.75 per annum, post paid.

NEW MEMBERS

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

Francis Andrews	157
Colin Rayner	158
Colin Gilbertson	159
Neil Parker	160

NEW APPOINTMENT

Owing to the growing amount of work involved in the administration of the museum, the Board appointed Laurie Gordon to the position of Assistant General Manager at the January Board Meeting. Laurie will still be retaining his previous post as Treasurer.

CADILLAC RAIL MOTOR IN SERVICE AGAIN

The Cadillac rail motor re-entered service again on 2nd January 1966 on the museum tramway after receiving extensive repairs to its starter motor-generator. Current policy envisages this interesting vehicle participating in regular service approximately once each month with extra service during group visits by vintage car clubs.

WELCOME 1573

Some 18 months ago, member Phil Parker purchased for the museum the body of "PR1" class car 1573, which was being used as a playroom at Glenfield Park school near Liverpool. The car was no longer required even for this use, and was obtained for the handsome sum of £15 (\$30.00). No publicity was given to this purchase at the time, for the date of the car's removal to Loftus was unknown and on more than one occasion we have announced the proposed acquisition of certain cars which never arrived. Thus it was decided not to make any public announcement until the tram was safe and sound at Loftus.

Negotiations with the M. M. T. B. in 1964 resulted in the generous donation by that organisation of a pair of Melbourne No. 1B bogies for use under the car; these arrived and were stored in the depot. All the seats, fittings and electrical equipment had been stripped from the car prior to its sale in 1959, but Phil Parker bought some seats while these were still available from "R1" cars. While hand rails and part of the electrical equipment including one Tomlinson coupler were obtained from another "PR1" being dismantled by a private individual at Strathfield.

Matters came to a head when the school requested the car's removal from Glenfield by mid-December, 1965. Work promptly began on a small extension to the depot on the southern side which will be able to house not only the "PR1" but also "O"1030 and the Brisbane car.

The move of 1573 from Glenfield to Loftus took place on 18th December, 1965, which was one of those days when museum activities really rise to a frenzy. Work at Glenfield started at 8.15 a. m. and the two cranes had the car loaded and ready to leave by 9.30. At Loftus things were complicated by the fact that although it was a Saturday, a special traffic service was required in the afternoon for the Model Railway Association. Thus the first job was to bring out all the cars wanted for traffic and stable them on the main line. "C" 290 was used to haul the two bogies, mounted one on top of the other, out from their storage position at the back of No. 1 road. The power was then switched off, and while the overhead crew dismantled the overhead above Nos. 1 and 2 roads and the main substation feeder, all other hands turned their efforts to laying a temporary track out of the extension,

OPPOSITE:

Disconnected overhead sags from the span wires as the cranes lift 1573 ready to lower it onto its bogies. The position of the temporary track can be clearly seen.



around the corner of the depot and across the yard on top of the ordinary tracks.

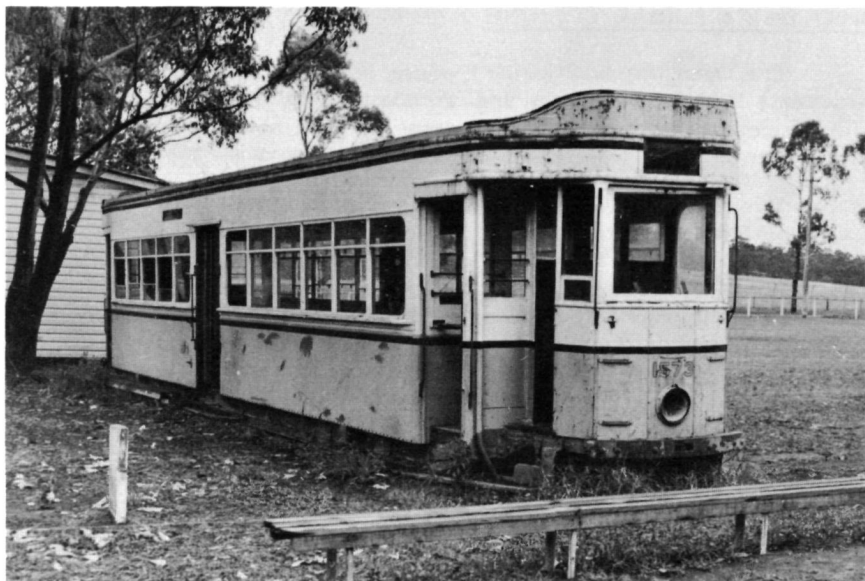
This work was barely completed by 11.30 when 1573 came into view on its low loader with the cranes close behind. One crane was soon in use placing the bogies on the temporary track, and after a trouble-free lift 1573 was safely lowered onto its new wheels at 12.55 pm. Fifteen minutes later, the car was rolled clear of the depot yard and the temporary track fouling the yard was quickly removed and the overhead wiring restored. The work crews then took a well deserved lunch break.

After lunch it was decided that, as the era of pushing trams by hand at Loftus is now over, it would be appropriate to drive the tram the last few yards into position under its own power. Temporary leads were connected to one motor; during a pause in the regular service, the substation voltage was dropped to 150, and at 2.55 pm, using a simple on-off switch as a controller, 1573 rolled along the track under electric power, fully loaded with enthusiastic members. Less than seven hours before, it had been lying abandoned in a field, stripped of motors, control gear and other necessary parts; now it was still lacking most of those parts, including brakes, but an operating electric tram nevertheless.

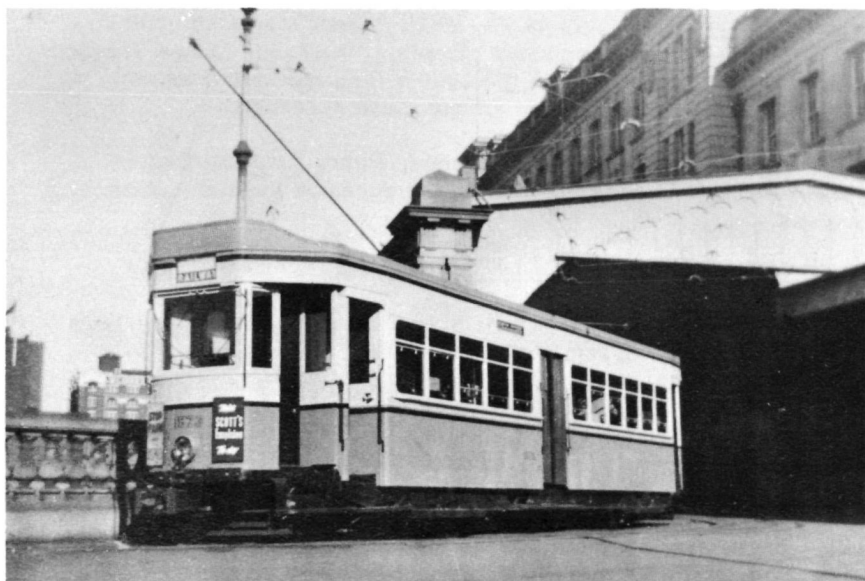
The peak of activity was barely over as much work still remained to be done on the depot extension. This was finished, to a stage where the car was safe from vandals, by Sunday night. It is still incomplete, since it has only one of its eventual two tracks and no roof, but in due course it will provide room for four extra bogie cars, including 1573, within the depot walls.

To Philip Parker, whose financial backing made the whole venture possible, we give our sincere thanks. (Don't forget that, in addition to the £15 for the tram as it lay, cartage and lifting charges for the tram and its bogies brought its total cost to quite a considerable sum). To all those members who helped out on 18th December and the days before and after, goes another grateful thank you.

Interested in a few notes on the new arrival? "PR1" 1573 was built by the Meadowbank Manufacturing Company as a "P" car in 1923, and was converted at Randwick Workshops to a "PR1" in 1949. Outshopped in its rebuilt state in September of that year, it was the last of the four cars of its class to appear. The "PR1" conversion was found to cost over £3,000 per car and this effectively stopped enlarging of the class. The cars were all sold in 1959 after seeing very little use for several years; two of the bodies are still in existence in country districts.



1573 lies abandoned at Glenfield, 8 00 a.m. , 18th December 1965.



A glimpse from the past - 1573 entering Railway Collonade in September 1957.

OPEN DAY & SOCIAL EVENING.

The Open Day and Social Evening held on Saturday 11th December 1965 for members and friends proved most successful with the result that tentative arrangements have been made for a similar function to be held on Saturday 10th December 1966.

Over one hundred members and friends attended the afternoon functions at the museum where ten trams, "C" 290, "D" 102 (134 S) "F" 393, "N" 728, "O" 1111, "K" 1296, "LP" 154, "P" 1497, "R" 1740 and "U" 99 operated in traffic and posed along the main line to be photographed beside an electric train set containing some new double cars on the Royal National Park branch railway.

One of the new "Super Buses", M/O 3520 of the Department of Government Transport's fleet was hired to furnish transport for visitors between Sutherland Station, the Museum and the Loftus Community Hall, and provided a suitable photographic subject beside some of our tramcars. The presence of this bus enabled our visitors to witness and ride in vehicles covering a span of 70 years of Government street transport in Sydney.

After a chicken dinner, approximately seventy members and friends were entertained to a movie evening of commercial films where such vivid subjects as the Third Avenue Elevated in New York, trams handling immense crowds at the Sydney Show Ground and Randwick Racecourse in the 1920's, and electric tramway operation in Newcastle, were among those screened.

Our thanks go to Vic Solomons, Barry Tooker, Laurie Gordon and Col Rhodes for making the occasion such an outstanding success.

BACK NUMBERS OF "TROLLEY WIRE"

From time to time we receive enquiries for back numbers of "Trolley Wire". The following is a list of the issues for which back numbers are still in stock:

October 1964	April 1965 (a few only)
August 1965	October 1965
December 1965	

These are available at 15 ¢ per copy up to the August 1965 issue, and 25 ¢ per copy for issues from October 1965 onwards. If ordering by post please allow 8¢ for every two issues, since two can be mailed in one envelope.



A group of 52 members, with "O"1111, taken at Loftus on our open day, 11th December 1965. Prints of this photograph are available; for details see page 2.

Photo, Norm White for the S. P. E. R.



Almost 70 years of transport are spanned by the vehicles in this photo - the Department of Government Transport's "Super Bus" No. 3520, built in 1964, and "C" 290, dating from 1896, side by side at the museum on 11th December 1965.

ANNUAL GENERAL MEETING

The seventh annual meeting of the South Pacific Electric Railway Co-operative Society Limited will be held in St Luke's Church of England Hall, 11 Stanmore Road, Enmore, at 8.00 p.m. on Friday 24th June 1966.

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 with all current museum financial requirements fully settled.
2. He must lodge his nomination with the Secretary at Box 103 G. P. O. Sydney by 31st May 1966 bearing his own signature as well as those of a nominator and seconder, both of whom must satisfy the requirements of part 1 above.
3. Those nominating for election, as well as the nominator and seconder must be 21 years of age or over on 31st May 1966.
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. Clarke, L. Gordon, and K. McCarthy all of whom offer themselves for re-election.

Shareholders unable to attend this June meeting are reminded that the rules of Co-operative Societies demand that a written apology be tendered to the Secretary beforehand.

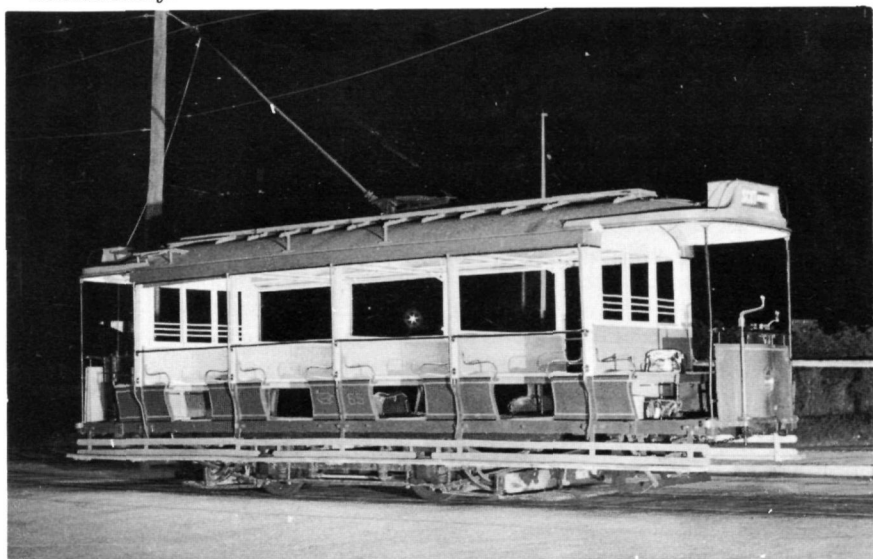
V. Solomons, Secretary.

"ROLL TRAM!"

It was a gala day at Loftus on Wednesday 1st December, when Channel 10 invaded the tramway for an episode of their program "Ten on the Town". Outside broadcast vans provided a direct link to the studios at North Ryde so that the show could be videotaped instead of filmed, and a large team of technicians hovered about tending to their cameras and sound equipment. Members cast some jealous eyes on the portable diesel generator set, and the 1,000mm zoom lens on one of the cameras. "C" 290 added another service to its long history by acting as a dressing



The good old days are back at Loftus as the Channel 10 ballet performs under their banner, with "L/P" 154 providing an air of authenticity.



Brisbane car 65 lit by flashbulbs at Ascot Doomben on the museum's tour in October 1965.

room and mobile costume department for the day.

While the dancers rehearsed their numbers, the TV men battled to get the link to the studios working properly and the rain drizzled steadily. It was not until after lunch that the bugs were ironed out and the skies cleared to let the taping of the show begin. And then it was "Roll Tape," from the director, and as the pre-recorded music blared from the speakers, "Roll Tram!"

"K" 1296 swayed into sight along the main line, coasted to a stop at the waiting shed and a troupe of men and girls in pink dresses styled from the twenties leapt from the car and skipped across the tracks to finish their dance number beneath a giant cloth banner reading "East, West, Trams are Best".

After this the proceedings continued quite rapidly. Merv Benton, Tony Barber, Steve and the Board (not the S. P. E. R. board thank you) and the Original Battersea Heroes all recorded numbers with various trams acting as props. Amidst many cheers, compere Mike Walsh conducted a ribbon-cutting ceremony declaring the tramway open, which compared quite well with our official opening in March.

All this effort took up half of a 30 minute program which appeared in Sydney on 11th and 14th December and in Melbourne a few days later. The tramway blended well with the 1920's era of the program and we emerged the richer, having been given the large banner with the tramway slogan. Our thanks to Channel 10 for a very good show.

TRAFFIC NOTES

Towards the end of 1965 loadings on the museum tramway were adversely affected by weather conditions. Many Sundays were either wet or very hot, and it seems that on hot days the beaches are more attractive than a tram ride. By the end of the year, however, almost 20,000 passengers had been carried in less than 10 months.

January saw an abrupt rise in patronage following an account of the museum in the "Sunday Telegraph" on 16th January. On successive Sundays starting with the 16th, passenger figures totalled 970, 1471 and 845 and the line was operating close to saturation with these numbers. (Oh for some coupled sets!) By the time these lines appear, the museum will have carried a total of more than 25,000 passengers. Our thanks go to the many members of the traffic staff who have enabled the smooth handling of these record loadings.



The end of a railway line: rails from the Potts Hill track removal project are loaded onto the trolley on 22nd January.

Photo, Mike Giddey.

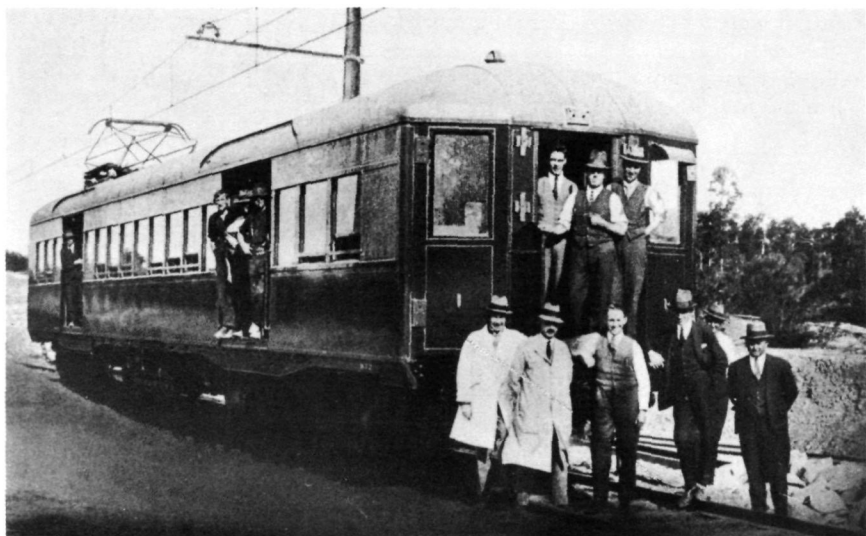
RAIL LIFTING PROGRESS

After a break of several weekends, work resumed on the track lifting project at Potts Hill pumping station on 8th January. Even though this work party was plagued with near-century temperatures, 78 lengths of rail were lifted and stacked over four days, while a total of three truck loads of sleepers were delivered to the museum. By the end of January, all rails and sleepers were removed from the section below the railway overbridge, and the rails had also been removed from the coal stage at the pumping station itself. At the time of writing, work is progressing on sleeper removal on the upper section.

ALONG THE LINE

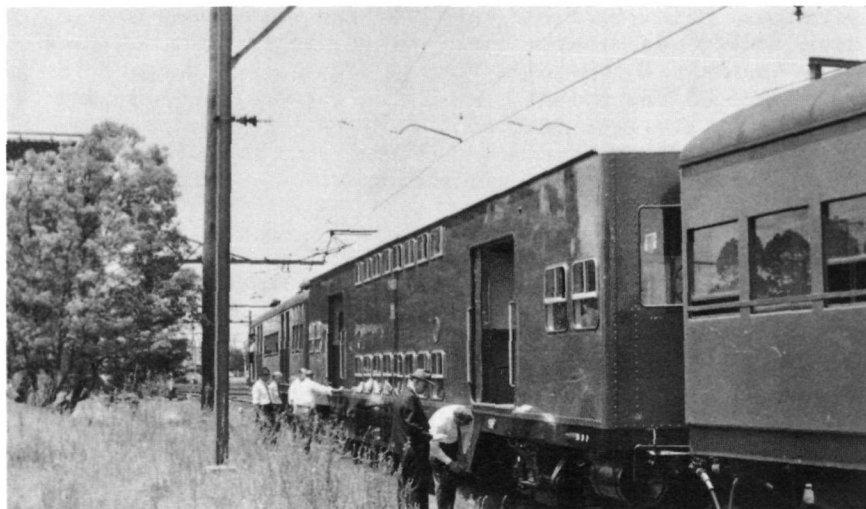
The first stage of the depot rebuilding scheme, pushed ahead during late November and early December, had reached a stage where it was ready to receive the new arrival, "PR1" 1573 on Saturday 18th December 1965. All members who have toiled at this project, especially Laurie Gordon and Bob Cowing, are thanked for their efforts and it will not be too long before two other cars, "O" 1030 and "BCC" 180 will be joining the rest of the fleet in covered housing.

"U" 99 ran over the new 120 feet track extension, towards the Princes Highway at 6 p. m. on Sunday 2nd January. The final



40 YEARS OF ELECTRIC TRAINS - Above, the first "standard" motor car, still lacking marker lights, pictured on trails in 1926 prior to the introduction of electric services. Below, engineers examine the first double-deck trailer, T. 4801, on arrival at Penrith on its first trial run on 3rd February 1964.

Photos, N. S. W. Public Library and "Trolley Wire" official.



stage of this project entails the laying of another 100 feet of 60lb rail as well as the construction of a three pipe culvert over a storm water channel recently formed near our substation in conjunction with the Highway widening scheme. This extension now enables one of the museum's trams to be on view to passing motorists during the hours of museum operation.

The last span wires of the special overhead work in the museum depot yard were anchored on to the new heavy duty poles during mid January, and all overhead frogs have now been adjusted to give trouble free operation. It is worthy of note that the raising of the overhead was largely carried out during traffic days, and it is to the credit of the overhead crew that no interruption occurred to regular operation during this period.

A vintage enamel advert, which we hope will be the first of several, has now been fixed in position in the recently erected waiting shed at the museum. Donations of any additional metal advertising plates of a vintage nature would be welcomed by the Society. A recent innovation has been regular weekday work at the museum. From early December Norm Chinn has been spending one day a week painting "N" 728 while more recently the overhead has had some weekday attention from Dave Rawlings.

The restoration of BCC car 180 has begun. Materials are now on hand for the repainting of this car, which has become rather shabby after more than three years in the open, and Peter MacDonald has started work on the interior.

40 YEARS OF ELECTRIC TRAINS

Forty years ago next month, on 1st March 1926, Sydney's first electric trains went into regular service between Central and Oatley. "Trolley Wire" feels this anniversary should not pass unnoticed and we therefore bring you this month two photos of electric trains, one from the early days of electric traction and one of more recent vintage.

For a full history of electric train services in N. S. W., we strongly recommend "First Stop Central", by David Keenan and Howard Clark, available for only \$3. 00 from the museum bookshop.

BACK COVER:

The open-day line-up at South terminus - in order from the left are the C, R, U, N, L/P, F, O, K, P and D cars, making up the museum's entire operating electric fleet.

Photo, Bill Parkinson.

