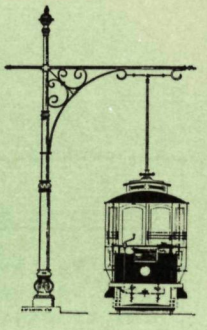
TROLLEY WIRE



Magazine of the

SOUTH PACIFIC ELECTRIC RAILWAY

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

TWENTY FIVE CENTS

APRIL 1966

COMING TO MELBOURNE?

We invite you to join us on the Labour Day long weekend for a fascinating tour of railways and tramways in Victoria. The following is a brief outline of our timetable.

SATURDAY 1st OCTOBER: Arrive Melbourne 9.00 a.m. on "Southern Aurora"; morning tram tour; special two-car swing door electric train to Belgrave; return trip to Emerald on "Puffing Billy"; then back to Melbourne for an evening tram tour.

SUNDAY 2nd OCTOBER: By vintage steam train to Ballarat, hauled by one of the now-rare "R" class engines; all-lines tour of Ballarat; then return to Melbourne with steam.

MONDAY 3rd OCTOBER: Special diesel electric rail motor to Bendigo; all-lines tour of Bendigo featuring Birney cars; return to Melbourne in time for 8.00 p.m. departure on "Southern Aurora".

This schedule has something for everyone, with a full coverage of the Ballarat and Bendigo systems; a glimpse of the Melbourne tramways; Australia's most unique electric trains; and both narrow and broad gauge steam including the 70 mph Geelong speedway route.

The fare is not yet determined but you can book without obligation by paying a deposit of $10.00. Please book early as it will be difficult to include latecomers in the party.

Book Now! Send your deposit today to:

Southern Division,
S.P.E.R.,
Box 103, G.P.O.,
SYDNEY. N.S.W.

COVER PICTURE: Relaying work at South Caulfield Junction, Melbourne, on 7th January. "W2" 260 inbound from East Brighton, is about to cross Glenhuntly Road.

TROLLEY WIRE

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Issue No. 103

APRIL 1966

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Editor: D. BUDD

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NEW MEMBERS

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

Neil Sorensen	161
Peter Hogan	162
Ross Johnson	163
Wilfred Williams	164

JUNE ANNUAL MEETING

Members' attention is drawn to the Annual Meeting announcement on page 10 of the last edition of "Trolley Wire". This meeting will be held at 8.00 p.m. on Friday June 24th 1966 at St. Luke's Church of England Hall, Stanmore Road, Enmore.

Following formal business a selection of 16mm movies will be shown by Barry Tooker which will include a detailed record of the development of our museum over the last ten years, and Australian tramway scenes of systems long since closed.

Noel Reed's screening of colour slides which included tramway views of Launceston, Perth and Adelaide, at the February General Meeting, proved most interesting and we hope that Noel will be able to stage a similar programme at some time in the near future.

TRACK LIFTING

Most of the museum's labour efforts have been directed onto the track lifting tasks at Pott's Hill over the last few months with the result that work at the museum has been largely limited to rolling stock, track, building and overhead maintenance and traffic operation.

Work at Pott's Hill is now on the "home stretch" with $\frac{3}{8}$ mile of track remaining. To date just on 5/8 mile of trackage has been lifted and stacked in the current programme resulting in the museum having 295 lengths of near-new rail (enough for 1 mile of track extensions) in stacks at the museum or at Pott's Hill. The end is in sight. As many members as possible are requested to attend the Pott's Hill work parties over the next few weeks so the remaining $\frac{3}{8}$ mile can be rapidly lifted and stacked with the other 295 lengths before winter.

Our work parties are in attendance at Pott's Hill every Saturday and on the second and fourth Sundays of the month.

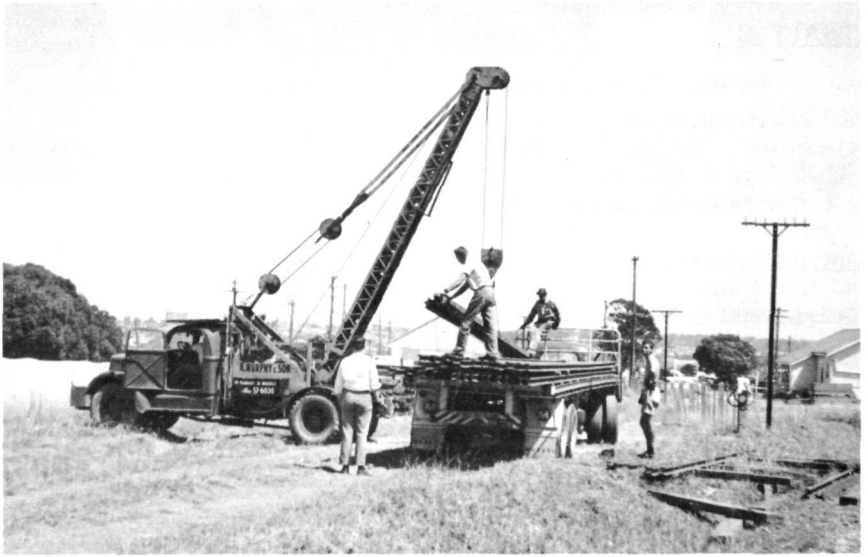
VINTAGE SIGNS

During March the museum received the welcome donation of a number of "Griffith's Brothers Teas" enamel signs. These include one reading "42 miles to Griffith's Brothers Teas", while the others have a blank space before the word "miles" enabling any appropriate figure to be painted on. Our thanks go to Griffiths Brothers for these interesting additions to our sign collection which will be set into position along our track in the nearfuture.

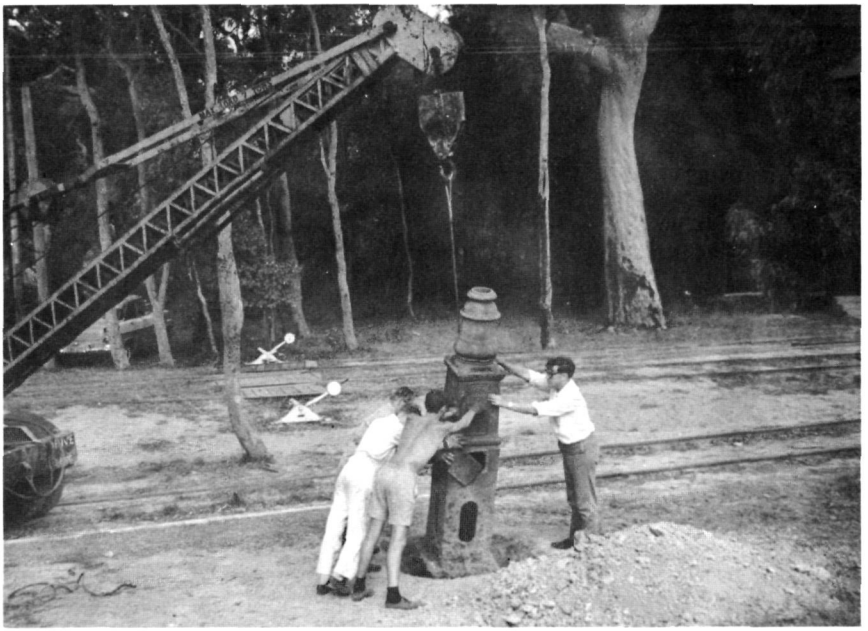
TRAFFIC ROSTER

The new traffic roster for April to September 1966 has now been circulated to those members concerned. The Traffic staff's attention is drawn to note 5 on the roster; if they are unable to take up duty on their rostered days they should contact the Chief Traffic Officer, John Shoebridge. There have been instances of members indiscriminately handing over their traffic duties to others without informing the Chief Traffic Officer.

The Board directs that this practice must stop, as a list of relief personel is on hand who specialise in filling these absences, and if the above mentioned procedure does not cease these stand-by members will not receive their deserved rota of duty.



Progress at Potts Hill: 39 foot lengths of 60 lb rail being loaded onto a semi-trailer for removal to Loftus on 2nd February.



The base of our ornamental lamp standard is lowered into place on 2nd February. Photos, Mike Giddey

TRAFFIC

At the close of traffic on Sunday 6th March 1966, the S. P. E. R. museum tramway completed its first year of public operation. During this period the museum operated regular service on 65 days and carried 27, 767 passengers. The Board congratulates all members associated with the operation of the museum, the traffic section in particular, as well as the electrical, maintenance, and per way sections, on a very successful year. The trams travelled 1, 394 miles in this service without one derailment or major operational interruption.

Latest figures on traffic volume for other operational tramway museums are difficult to compile but recent data reveals that the S. P. E. R. museum rates third in the world in traffic volume. This is all the more remarkable when one considers the sparse population served by this museum as compared with overseas' locations, and the "unfavourable image" bestowed on trams in this state between 1930 and 1961. Details of what appear to be the top five are: -

Tramway Museum Society - Crich, England. Season - April to October 1965.	46, 190 passengers
Connecticut Elec. Rly. Assoc. - Warehouse Pt., U. S. A. Annual - 1965	30, 000 passengers
South Pacific Elec. Rly. - Loftus, N. S. W. Annual - March 1965 - March 1966	27, 767 passengers
Seashore Trolley Museum - Kennebunkport, U. S. A. Season - May to October 1965.	26, 000 passengers
Branford Elec. Rly. Assoc. - Branford, U. S. A. Season - April to October 1965.	22, 351 passengers

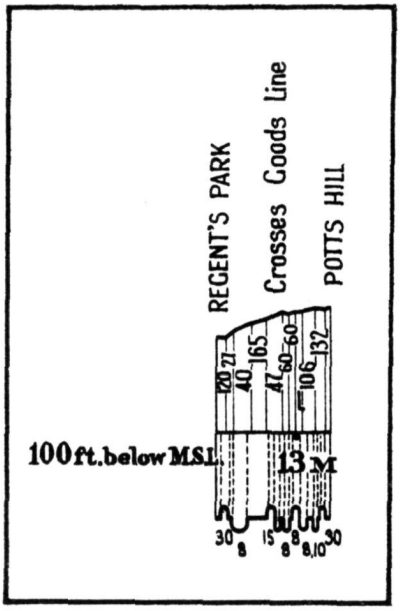
Overseas experience seems to indicate that we should expect our annual passenger figures to "level out" to the vicinity of 25, 000 passengers per annum.

NEW MOTOR-GENERATOR SET

After the close of traffic on Sunday 12th December 1965 "K" 1296 underwent trials along the museum tramway powered by a new motor-generator set (number 3) and the old Gladesville Bridge set, number 2. The trial proved highly successful; in the near future sets 1 and 3 will be used to operate routine service with set number 2 as an emergency stand-by machine.

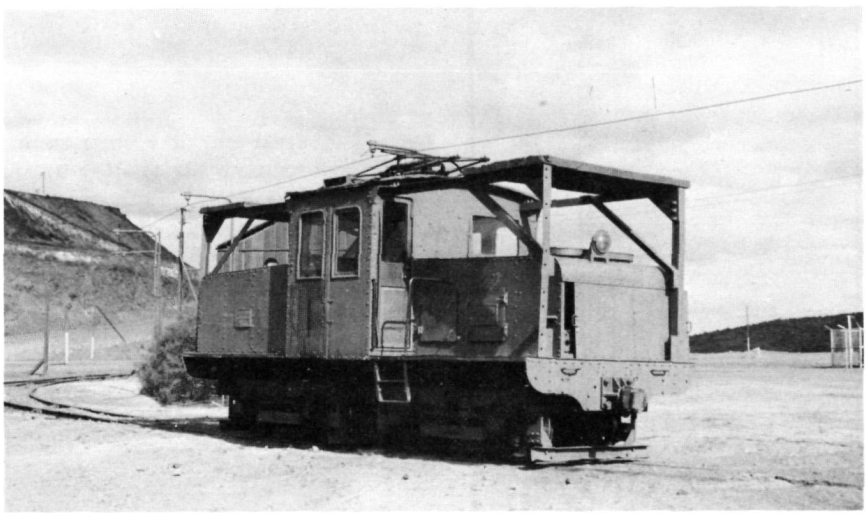
The electrical section has also been busy over the last two months in checking the wiring of cars BCC 180 and "O" 1030 at present temporarily stored in the substation yard. When permanent housing for these two cars is completed, it is hoped to drive them, from their present positions under their own power.

Work is progressing on the rerouting of the track-side telephone line into a position where it will be free from fouling by tree branches. Jack plugs will be located at strategic places along the main line into which portable phone sets can be attached in times of emergency.



Ever wondered why it's been such hard work to push the trolley up the grade at Potts Hill? This gradient diagram, by courtesy of the Department of Railways, may show you why - the ruling grade is 1 in 40.

Exterior paintwork on "N" 728 is now nearing completion. Here Neil Sorensen letters a "Smoking" sign, with the moral support of an unknown member with crash helmet. Photo: Mike Giddey.



Electric loco No. 1 at Iron Monarch, showing the wooden protective framework built onto the engine at each end. Photo: Tony Griffin

AN UNUSUAL ELECTRIC RAILWAY

At Iron Monarch in South Australia the B H P. Company owns an interesting 3' 6" gauge quarry railway which is partly electrified at 600 volts DC. Iron Monarch is the main source of ore in the Iron Knob area, and the quarry railway carries the ore to a crusher, whence it is taken over the company's 34 mile "tramway" to Wyhalla. This line is also 3' 6" gauge and there is a physical connection by means of a zig zag near the crusher.

Prior to May 1965 the railway was entirely electric, but an extension opened at that time is not equipped with overhead and is operated by diesel electric locomotives. About a mile of track, including sidings, is electrified; this section has no grades but has many curves of 150' radius or less. Three electric locomotives (of a serviceable fleet of four) are required per shift and each can haul a train of six side-tipping 4 wheel hopper wagons, weighing up to 300 tons loaded. The locomotives are of steeple cab design but have had wooden platforms built above the ends at cab roof level to protect them from damage during the loading of ore. Brief details of the electric locomotive roster are given at the end of this article.

The line from the new and lower level of the quarry, 50 feet below the upper level, is diesel operated and has a grade of 1 in 50 on the climb to the crusher. Two 875 HP Clyde - GM locos are in use, numbered DE 01 and DE 02 and each can haul ten loaded wagons up to the crusher. The diesels also work trains on the upper level occasionally, and were used on the Whyalla run before larger units were obtained for that service

The locomotives and rollingstock are fitted with automatic couplers, of a non - standard pattern; the wagons have no air brakes, but the locomotives have straight air brakes and the diesels also have dynamic braking. Normal air horns are fitted to the diesels while the electric locomotives have air whistles. The axles on the wagons are fitted with bells which ring continuously while the trains are in motion.

Each of the electric locomotives is fitted with both a pantograph and an offset bow collector, for use near the blasting face where the overhead must be off-centre to allow ore to be dumped in the wagons. The tracks in this area are moved as required to keep close to the blasting face. Being close to the face, the track and overhead is

liable to damage when blasting takes place; the complication of repairing overhead as well as track, together with the extra work involved in moving overhead in the ordinary relocation, have contributed to the decision not to extend the electrification.

The future of this railway is not promising; as long as the present crusher remains in use the ore will be brought to it by rail, any extensions being diesel operated. But if and when a new crusher is commissioned the railway will probably be abandoned as the cost of continually relocating track as the quarry face moves makes the operation costly compared with the use of rubber-tyred dump tracks.

- from notes compiled by Tony Griffin

B. H. P. IRON MONARCH QUARRY - ELECTRIC LOCOMOTIVE ROSTER

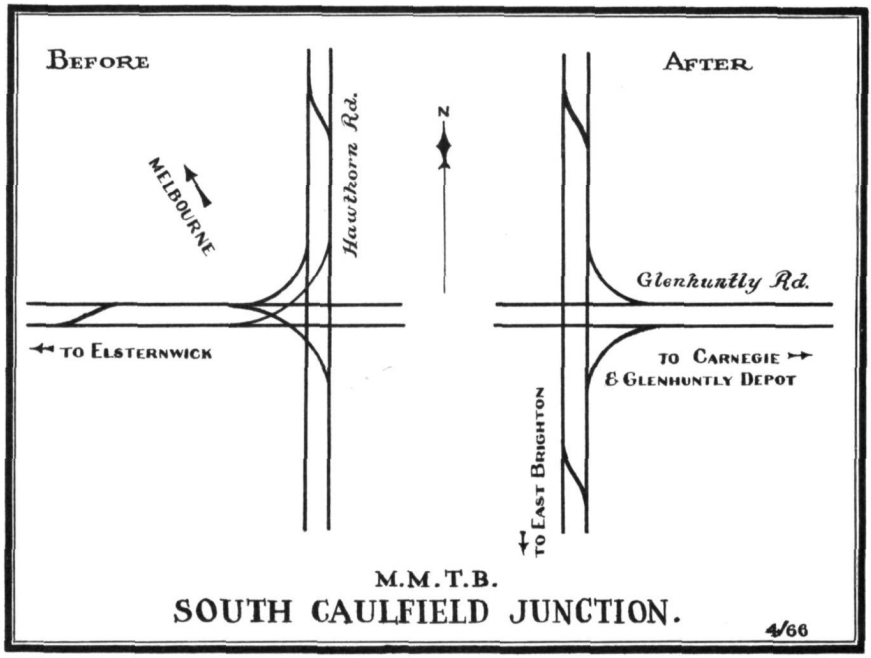
Type:	Bo-Bo	Weight:	23 tons
H. P.:	120	Length:	25 feet approx.
Builder:	Metropolitan Vickers (Nos 1 to 6)		
	Perry Engineering (S. A.) (Nos 7 & 8)		
Date built:	1928 (Nos 1 to 6) 1954 (Nos 7 & 8)		

Nos 7 and 8 are identical to the earlier locomotives.
Nos 5 and 6 are in use at BHP's limestone works at Rapid Bay, south of Adelaide. In December 1965 the disposition of the six locos at Iron Monarch was as follows: In service: Nos 1, 3 and 8 Spare: No 7 Incomplete: Nos 2 and 4

MELBOURNE REPORT

One of the most interesting relaying jobs of recent times was the reconstruction, to an altered layout, of South Caulfield Junction at the intersection of Hawthorn and Glenhuntly Roads. The changed trackwork, which is shown in the accompanying diagrams, enables East Brighton cars running to and from Glenhuntly depot to do so without shunting.

This work was started on 3rd January and involved the intersection being completely closed to all motor traffic for well over a week. The major work of replacing the square crossing took place on the night of 8th - 9th January. From 7 p. m. on Saturday 8th January until the start of traffic the following Monday, services between the junction and Carnegie and East Brighton were run by buses; Glenhuntly depot was isolated and cars



Following its successful visit last year, the Manly ferry "North Head" spent the first three months of 1966 in Melbourne running tourist trips. Here the vessel is seen tied up at its regular Melbourne terminal, No. 3 North Wharf on the Yarra River, just below Spencer Street bridge. Photo: Dave Macartney.

required for Sunday services were stabled in the streets on the north and west sides of the junction. Similar arrangements were applied the following weekend.

The next major relaying job was one which had been long delayed by the need for prior works to be completed by the Board of Works, the Gas and Fuel Corporation and Hawthorn Council. The section concerned was in Church Street, Hawthorn on the North Balwyn line between Hawthorn Bridge and Kew depot; relaying began in mid-January and has now been completed. Board of Works projects are also delaying a start on the "East Coburg"duplication and the Glenferrie Road reconstruction from Dandenong Road to Gardeners Creek (Route 69).

The new trackwork for the Carlisle St. - High St. crossing at St. Kilda has not arrived from England yet, although the temporary lights have been up since the Carlisle Street reconstruction over 12 months ago. This is the first time for some years that the M. M. T. B. has ordered special work from outside instead of making its own. Tenders have also been called for 96 lb grooved rail instead of the usual 102 lb section; this is thought to be part of an experiment

Temporary track being used in Church Street, Hawthorn, Melbourne, on 15 th January, soon after the start of relaying work in this thoroughfare.

to use less concrete by using a shallower rail section in mass concrete track.

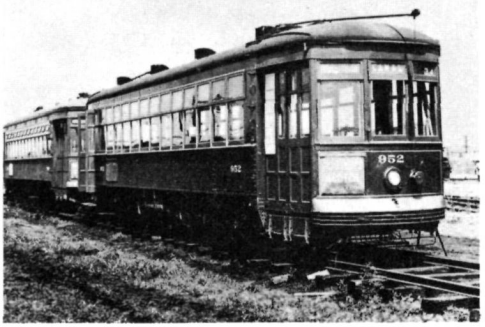
Tenders have been called for the supply of two 1,000 KW rectifiers together with transformers and switchgears. This is thought to be intended for a new substation at St. Kilda Junction, as the 1926-built rotary converter-equipped, Nelson Street substation will have to be demolished for the proposed rearrangement of roads at the junction.

It has been noticed that the older type of trolley frog with pressed steel pan has been used lately in place of the heavy brass frogs introduced with the adoption of carbon skids. A considerable saving in cost would be made by the adoption of the older frogs as the casting and machining of the brass fittings is believed to be very expensive.

Electric trams return to New Zealand: "Fiduciа" 235 about to break the tape and so open the Queen Elizabeth Park Tramway, Wellington, on 19th December, 1965.
Photo A. E. Smith

The Trolleys' Turn to Ride

The 11 trolley cars recently shipped to museums all over the nation from New Orleans, La., may not have been "containerized" like the freight shown in the background (above), but they arrived in equally perfect condition. Here, the trolley destined for Arden, Pa., is carefully winched onto rails laid on a flatcar at Southern's New Orleans yard. The other 10 were loaded in the same manner for shipment to destinations ranging from Connecticut to California. (Below) Trolleys 952 and 959 which had traveled from New Orleans to Chattanooga on Southern Railway flatcars rest on a temporary track built by members of the Tennessee Valley Railroad Museum. Plans call for operating the vehicles on a specially-built track section when permanent museum quarters are constructed.



Being a trolley car isn't easy. Day in, day out, a trolley is always on the go, with only an occasional stop for repairs.

Until a few weeks ago, 11 such sturdy vehicles had reliably served citizens and tourists alike along famed Canal Street in New Orleans, La., each of them carrying well over 2,000,000 passengers during its career.

Finally, their chance to ride came along.

It all began when New Orleans Public Service, Inc., completed its conversion from trolleys to busses. The transportation company kept one of the vehicles for itself, and offered the remaining 11 free to interested groups. Immediately, museums from Connecticut to California barraged the company with requests.

The Tennessee Valley Railroad Museum in Chattanooga, Tenn., received two of the trolleys to add to its already impressive collection of antique iron-wheeled vehicles.

Others went to Atlanta, Ga., Birmingham, Ala., Dallas, Tex., Fort Worth, Tex., Perris, Calif., East Haven, Conn., Windsor Locks, Conn., and Arden, Pa.

But perhaps the happiest recipients were in High Point, N. C., where "Trolley 818" will become a featured exhibit in the proposed Community Center Museum. It was in High Point, at the P. A. Thomas Car Works, where the trolleys were manufactured nearly a half-century ago, in the days when, according to the HIGH POINT ENTERPRISE, street cars were "an earlier trademark of this city before it became the furniture and hosiery capital of the world."

Getting the 11 trolleys aboard the flatcars which carried them from New Orleans to their varying destinations required some ingenuity. After all, it's no simple task to raise a vehicle capable of seating 52 passengers from street level to the floor of a flatcar.

The job began at the carbarn. A winch truck was used to pull each trolley up tracks on a specially-built steel ramp onto tracks laid on the bed of a low-boy trailer. Each trolley then rode the five miles to a waiting flatcar at Southern's Oliver Yard in New Orleans. There, the trailer was jacked up to the flatcar's level, "safe plates" were used to attach the trailer's track to rails which had been laid on the flatcar, and a winch pulled each trolley onto the car which would carry it the long miles to its new home.

The trolleys had served New Orleans for 42 years — ever since 1922. They measured 47'6" in length, 8'4" in width and were 12'6" high. Although Canal Street was their last route, each at one time or another carried passengers on the "Desire line," and one of them is said to be the car used in the movie "A Streetcar Named Desire."

They'll be missed along Canal Street in New Orleans — but they'll add a touch of nostalgia to the 10 cities which are now their respective homes. ■

REPRODUCED FROM "TIES" THE SOUTHERN RAILWAY SYSTEM (U.S.A.) MAGAZINE

FOOTNOTE TO THE NEW ORLEANS PRESERVATIONS

The New Orleans tramway story has been similar in some respects to the local scene in Adelaide..... The majority of the New Orleans tramlines were converted to bus operation over a decade ago and only two routes suited to rail operation remained, those to Canal Street and St. Charles. During 1962 moves were initiated to divorce the low fare tramways from their allied electricity supply company under Anti-trust legislation. With the envisaged loss of their subsidising utilities ally it seemed that the trams would have to go, even though a programme of car rebuilding had recently been launched.

On 31st May, 1963, even though a well organised anti-bus group pressed for its retention, the second last line to Canal Street closed, leaving the St. Charles route as the last survivor of a mode of transport which once served the Mississippi delta area. The cars recently sold to U.S. museums were those released by the closure of this Canal Street route.

Western Australia's only electric railway: connecting East Perth power station with the WAGR exchange sidings, it has one loco, the Bo-Bo steeplecab shown here, and is about one mile in length. Photo Peter MacDonald.

SYDNEY TRAMS ARE BACK

Remember when you could travel to work by public transport without wondering whether the next bus would be full up or not?

Now you can relive the days when a fleet of over 1,500 trams provided Sydney with an efficient and reliable street transport service.

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.

You can travel on a genuine "Toast-rack", or a "Jumping Jack", or a modern corridor car. Bring your children and show them a part of Sydney's transport history.

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.

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