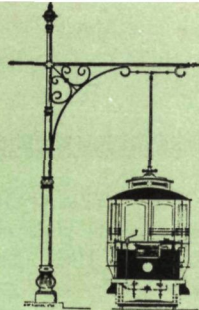


TROLLEY WIRE

Magazine of the
SOUTH PACIFIC ELECTRIC RAILWAY

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

TWENTY FIVE CENTS



JUNE 1966



SEPTEMBER GENERAL MEETING

The September General Meeting of this Society will be held at 8 p. m. on Friday 23rd September at St Luke's Church of England Hall, Stanmore Road, Enmore. At this meeting, Ken McCarthy will give a brief address on the expansion and contraction of the Newcastle tramways, accompanied by a screening of black and white slides of both the steam and electric eras, coloured slides of the last day of operation on 10th June 1950 and 9.5 mm and 16mm movies of the undertaking. It is hoped also to distribute printed maps of the system in both its steam and electric heydays.

The eighty members present at the April meeting of the Society were well rewarded by the slide screening and colourful details of activities of tramway museums as well as private preservation ventures in U. S. A. We heartily thank Mr. Ray De Groot Jr. of Chicago for conducting this lecture during his whirl wind visit to Australia and trust that it will not be too long before he can visit these shores again.

WARNING

As from the beginning of June, electrical tests have begun of the high voltage equipment in the substation yard. Members are reminded that this area is out of bounds to all unauthorised persons and that entry to the yard is now highly dangerous. The high tension equipment should be regarded as alive at all times.

YOU HAVE BEEN WARNED.

STOP PRESS: On the first two weekends in June, cars 180 and 1030 were moved under their own power from the substation into the depot. Full details and pictures in our next issue.

COVER PHOTO: Gone are the peak hour crowds and the endless procession of "O", "R" and "R1" tramcars; now only ballast motors are running to assist in demolition work. On a cold August day in 1958, the last tram out of Wynyard tunnel, 93 "U", reaches the daylight at Argyle Street; as soon as it passes, the track at this point will be cut and the Wynyard tramway subway will be no more.

Photo, Norm Chinn.

TROLLEY WIRE

New Series Vol. 7 No. 4

Issue No. 104

JUNE 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

Subscription rate (for non-members):
\$1.75 per annum, post paid.

NEW MEMBERS

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

| | |
|--------------------|-----|
| Wilbur Judge | 165 |
| James Bruce | 166 |
| Christopher Jacobs | 167 |
| Brian Madden | 168 |

MUSEUM ACTIVITIES

Current activities have been restricted during the last two months owing to the current rail lifting activities at Pott's Hill.

On 1st May 1966 a new positive feeder between the substation and the mainline trolley wire was cut in and the previous low capacity line removed. The depot yard isolating switch is now wired to enable the depot yard as well as the main line south of the trolley wire section insulator to be turned off, but the section north of this insulator can now only be cut out from within the sub station. This new arrangement will reduce voltage drop previously caused by the long light positive feeder.

More efficient equipment for energising the fields of our two motor generator sets has been purchased, and following further tests

on the new number three set, the new equipment will be permanently installed and the number two Gladesville Bridge set placed on emergency standby. This changeover will take place on a Saturday so that no interruptions will take place to regular service.

Work on repainting "N" 728 has continued unabated. All exterior detail is completed, and efforts are now concentrated on the interior. The driver's cabins of ballast motor 99 "U" have been sanded, primed and undercoated, and work is now in progress on the repainting of the frame sides and superstructure. Because of the elaborate interior details of "N" 728 its rehabilitation still requires several more months of work, but the paint staff hopes to complete 99 "U" by late July.

TV PUBLICITY

On 6th March, T. V. Channel 7, the last of the four Sydney stations to make a film of our activities during the last twelve months, recorded scenes around the museum tramway. This item was transmitted to television viewers in Sydney on 19th March 1966.



Although the finishing touches have still to be applied, "N" 728 presents an attractive sight as it stands on the depot siding.

PRESERVED TRAMCARS

There are now over seventy items of tramway rolling stock preserved in Australia by conventional Government sponsored Museums, by specialised Tramway Museums, by Tramway Undertakings and by private individuals. From time to time we hope to be able to present brief historical details of these specimens which represent a stage of Australia's urban history and technological development now passed.

PRESERVED TRAMCARS NO 1

It is fitting perhaps that the oldest piece of tramway rolling stock, New South Wales Government Tramway's steam tram motor No. 1 should be the first item treated in this series. At present this interesting vehicle, preserved by the Museum of Applied Arts and Science of Harris Street, Ultimo, Sydney, is not on public display, but it is hoped, before long, that it will join other tram-cars, as well as aeroplanes, buses, coaches, locomotives, motor cars and fire engines, which form part of this museum's extensive collection, on permanent display in the former Ultimo tram depot.

This O-4-O enclosed locomotive with 11" diameter x 16" cylinders was one of four ordered from the Baldwin Locomotive Works of Philadelphia U. S. A. for the opening of the Railway Station to Hunter Street steam tramway in Sydney. Outshopped by Baldwin during April 1879 and bearing builder's numbers 4614, No 1, as well as the other three locos, could not be erected in time for the opening of the line on 15th September, so horse traction had to suffice for the first two weeks of operation.

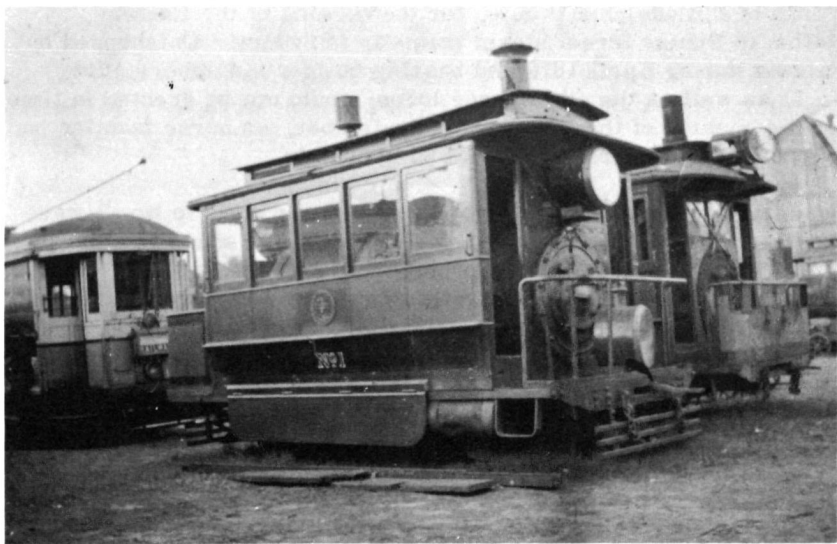
A total of 121 steam motors of similar style to No. 1 were built for the N. S. W. G. T. between 1879 and 1923 and it is a credit to American engineering design to record that the last one, number 132, only differed in minor details to number 1 of 44 years before.

Shortly after entering service these initial four motors were fitted with sheet aprons in place of their open railed ones and later received an extended clerestory roof thus making them standard with the other motors. As a result of a programme launched in 1906, motor number 1, along with others selected for continued service after the electrification of the Sydney lines, received dual controls for one man operation while the large head lamp was remounted above the roof to improve the driver's forward visibility.



Steam tram motor No. 1 at Kogarah Station a few days before its withdrawal in July 1937.

Photo N.S.W. Railways



No. 1 in Randwick Workshops yard after restoration to near-original condition.

Photo E. A. Law

Now bearing number 1A this steam tram motor was one of 20 of the class to receive Pyle-National turbo generators for operation on the Kogarah, Cronulla, West Wallsend and Speers Point lines. Outward evidence of this refinement was the replacement of the large kerosene head lamps with smaller electric ones bearing the tram's number on illuminated side glasses.

1A spent the second half of its career, after the electrification of the main Sydney lines, on the isolated suburban routes, and continued in steam until 3rd July 1937, one day before the closure of the last Government steam tramway, between Sans Souci and Kogarah.

Back at Randwick Workshops 1A underwent a metamorphosis, being repainted and partially restored to original condition for display at the Ultimo museum.

As number 1 the loco again appeared before the public in the Sesqui-Centenary procession of 26th January 1938, when, mounted on a tractor, it hauled a reconstructed version of double deck trailer number 1 through the streets of Sydney. After the parade, the motor entered storage in the Technical College buildings at the eastern end of Mews Street, Ultimo until 26th January 1951 when it repeated its 1938 role to mark Fifty Years of Australian Federation.

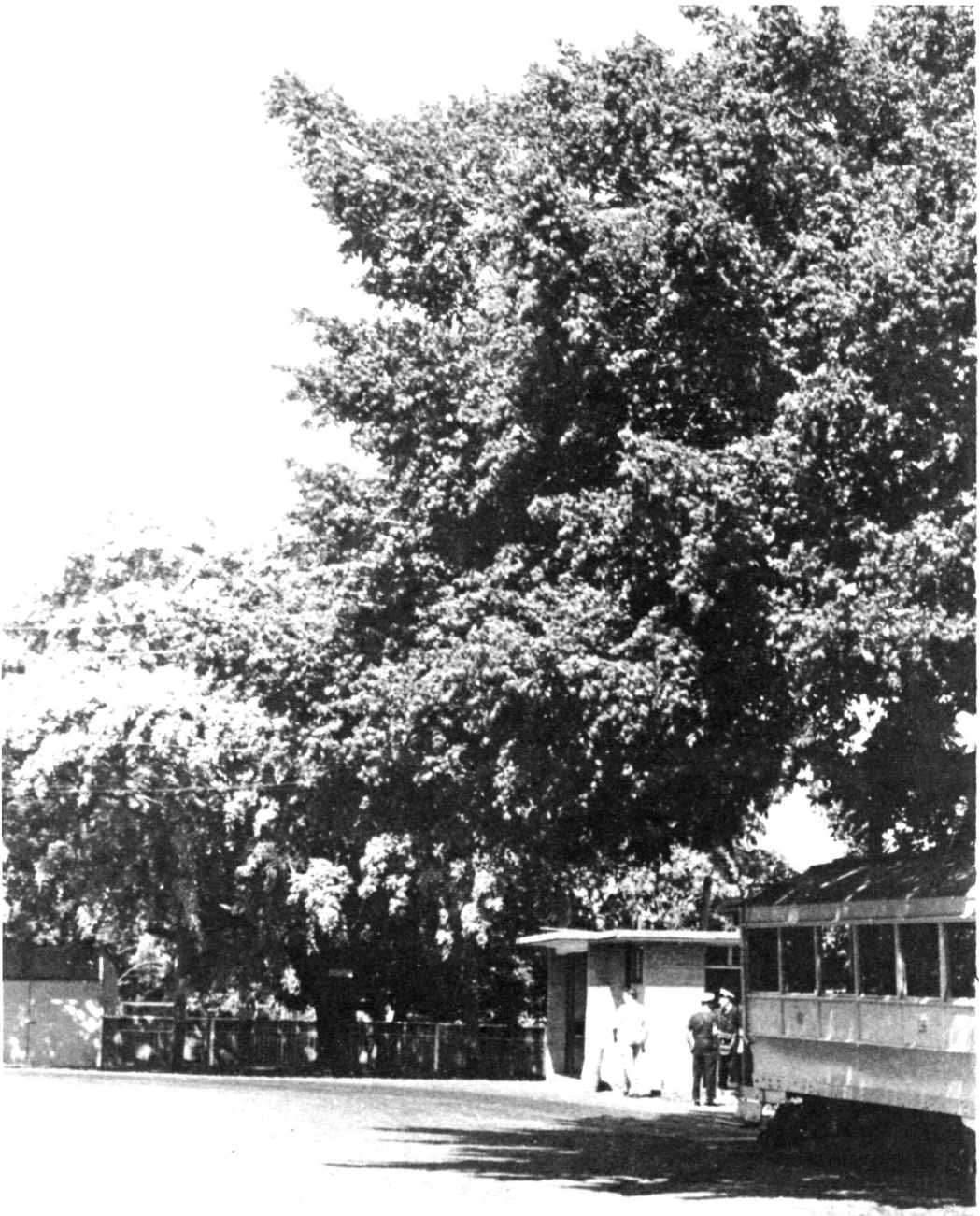
By 1953 this vehicle had received a new home in the Government Stores at Sheas Creek, and with the reconstruction of steam motor number 2 at Randwick Tramway Workshops in 1957 for procession appearances, number 1 withdrew from the public gaze, to await its final and permanent exhibition at Ultimo.

BRISBANE NO 47 TO BE PRESERVED

Some time ago the Brisbane City Council wrote to the S. P. E. R. asking what our attitude would be to the possible preservation of Brisbane No. 47. The museum officially requested the car, but a reply has been received stating that the BCC is now considering preserving the car in its home city, which is entirely to our satisfaction. No. 47 is at present stored off the tracks at Milton, and it is not known if a return to operating status, similar to No. 65, is intended.

CENTRE PAGES

136 poses beneath the figtree at West End terminus, Brisbane, on the S. P. E. R. tour on 3rd October 1965.



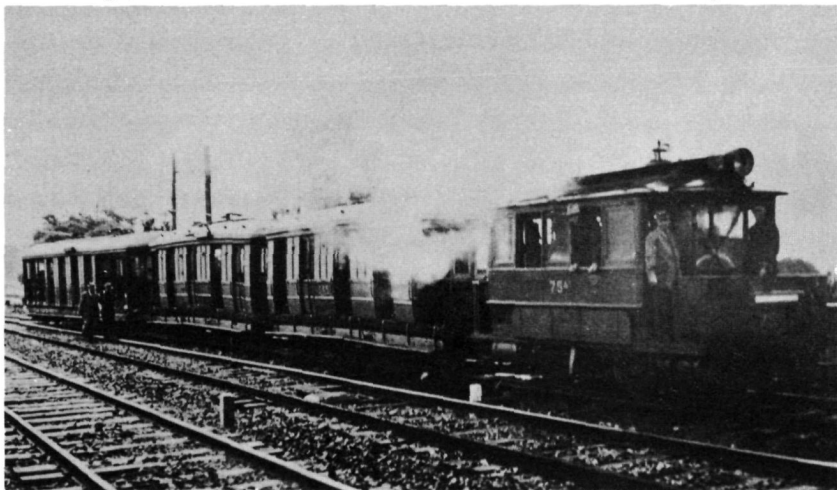


HALF A CENTURY AGO

Most readers probably know that prior to 1937, tramcars being transferred from one section of the Sydney tramways to another, or being delivered from the manufacturers when new, were hauled by steam motors along the suburban railway tracks. Such operations also extended as far afield as Newcastle and Maitland.

In the early years of the century, these operations made up quite a considerable proportion of the railways' special train movements, and their timetables were published in the Weekly Notices, there then being no separate special train notices. As a rule, a tramcar transfer of some sort could be expected on about three Sundays out of four.

Over the next few issues of "Trolley Wire", as space permits, we shall publish representative examples of the timetables and instructions for these movements, taken from the Weekly Notices of the year 1909. Appearing opposite is the timetable of a relatively simple operation, the delivery of two new ballast trucks from Ritchie Brothers, Auburn. In subsequent issues we shall present more complicated movements, including the spectacular combined operation of transferring cars to St. Leonards and collecting new vehicles from Meadowbank on the same day.



Typical of a once-common sight around Sydney - a steam tram motor hauling an "O" car and a pair of "E" cars along suburban railway tracks.

WEEKLY NOTICE—No. 17.

SATURDAY, APRIL 24, to FRIDAY, APRIL 30, 1909.

NOTE.—The Weekly Notice contains, in addition to train alterations, the particulars of Special Trains for the week, and General Instructions affecting the working of the Lines.

The "Explanatory Notes" shown on page 1 of Main Suburban and Illawarra Working Book, and on the cover of the Northern, Western, and Southern Working Books, also apply to trains shown in the Weekly Notice.

Station Masters, Officers in charge, Night Officers, Guards, Shunters, Signalmen, Drivers, and all others connected with the working of trains, must see that they receive a copy not later than Friday morning in each week; and take care that all train alterations are made in ink in each Working Book.

Acknowledgments are not necessary; but it is the duty of all those who, from the nature of their duties, require these Notices, to see that they get them, and, if not received, a telegram to that effect must be at once sent, addressed to "Despatch," Sydney. In the case of the Locomotive Department, the Inspector of the District must be at once advised by wire.

Under this arrangement, absence of advice to the contrary is regarded as sufficient proof of receipt.

SPECIAL TRAINS.

ARRANGEMENTS FOR CONVEYANCE OF TWO TRAMWAY TRUCKS FROM RITCHIE BROS. SIDING, AUBURN TO SYDNEY.

Sunday, April 25.

| G 1 | | Motor only. | |
|------------------------------|------|---------------------|---|
| | | a.m. | |
| SYDNEY (Botany Road Sidings) | Dep. | 10 | 8—Cross to Illawarra Line at Redfern Tunnel, and run on Slow Line from Illawarra Jct. |
| Illawarra Junction | Pass | 10 | 20 |
| McDonaldtown | Arr. | 10 | 25 |
| Do. | Dep. | 10 | 28 |
| Petersham | Arr. | 10 | 45 |
| Do. | Dep. | 10 | 51 |
| Auburn | Arr. | 11 | 45 |
| H 2 | | Motor and 2 trucks. | |
| | | a.m. | |
| | | Fast Line. | |
| Auburn | Dep. | 11 | 55 |
| Petersham | Dep. | 1 | 3 |
| Do. | Dep. | 1 | 8 |
| SYDNEY (Botany Road Sidings) | Arr. | 1 | 40 |

G1 Motor will pick up 2 tramway trucks in Ritchie Bros. siding at Auburn, and convey same to Sydney as H2.

The speed of G1 not to exceed 15 miles per hour, and that of H2 not to exceed 12 miles per hour at any point of the journey, and in each case the speed must be reduced to 4 miles per hour over all points and crossings, around curves, and through station yards.

Signalmen must take care that G1 and H2 are not allowed to delay any passenger trains.

"Traf" to provide Guard for H2.

Loco. Inspector to provide Pilotman for G1 and H2.

Care to be taken by all concerned to see that the instructions contained on pages 78 and 79 of General Appendix to Working Time-table, with respect to Tramway Motors and Vehicles running on Railway Lines, are strictly adhered to. The speeds to be as laid down above.



Owing to the renewal of span wires on the railway between Tempe and Rockdale on Sunday 5th June, the electric power was switched off and all electric trains were hauled by diesel engines between Erskineville and Hurstville. This working was to be repeated on a further four Sundays, and our photo shows 4503 dropping downhill from Carlton to Kogarah with set M.20.

MELBOURNE, MELBOURNE

We present without comment the following extract from the High Court proceedings on the Melbourne one-man bus dispute during April:-

Mr. Justice Menzies: Are there not one-man trams now in Melbourne?

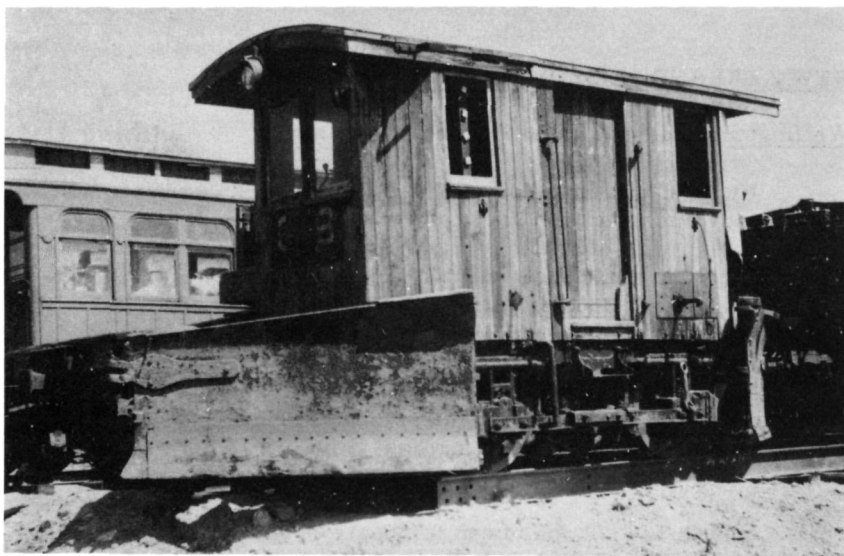
Mr. Justice McTiernan: In the old days they used to have them on the all-night services, but they shut all the doors.

Mr. J. Young, Q. C. (of Melbourne): It must have been to keep you inside.

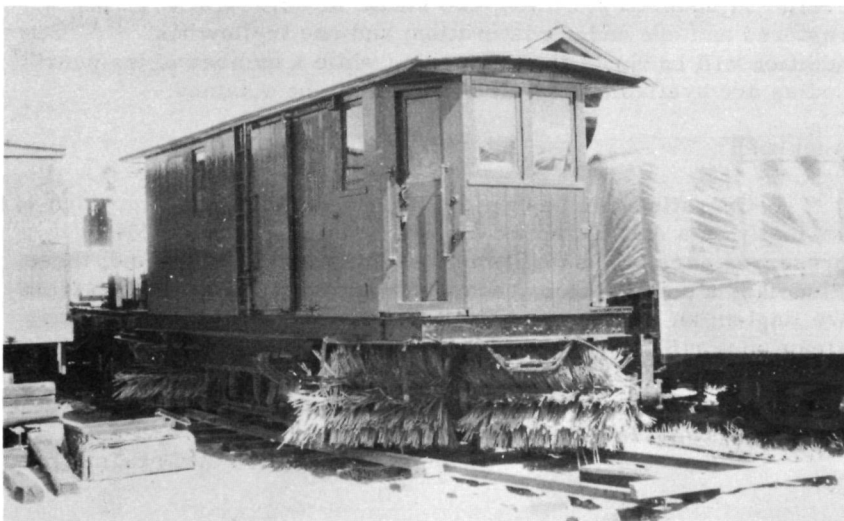
The Chief Justice (Sir Garfield Barwick): Or to see that you paid getting out.

Mr. Young: All good Melbournians would have been abed before then.

Mr. Justice McTiernan: Of course I was speaking only from hearsay.



Two unusual work cars at the Branford Electric Railway in the U. S. A. :- Above: Wedge snowplough No. 68, built by Taunton in 1898 for the Nassau Electric Railroad, later absorbed by the New York City Transit Authority. Length 27 feet, weight 12 tons 16 cwt. Below: Another New York car, built by Brill in 1915 for the Brooklyn City Railroad; snow sweeper No. 7 is 30 feet long and weighs 16 tons 19 cwt. Photos, B. Molnar.



NEW ZEALAND MUSEUM ROUNDUP

Wellington: Queen Elizabeth Park Tramway

News of this museum, which has achieved operating status, has already appeared in "Trolley Wire" from time to time. The society has $\frac{1}{4}$ mile of track laid with 118lb grooved rail, and has four Fiducia cars and three double saloons, all from Wellington and all operable. Some additions to the fleet are hoped for, including the body of No. 55, the last car to run in Dunedin.

Power is supplied by a diesel-electric generator mounted in a bus and driven by the bus engine; when the New Plymouth trolley-bus system closes in 12 to 18 months' time, it is hoped to obtain a mercury arc rectifier (as well as one of the trolleybuses if possible)

The Q. E. P. T. has been fortunate to gain the support of local advertisers, notably the Shell Oil Company, and has derived considerable revenue from this source.

Christchurch: Tramway Historical Society Inc.

This group is planning to lay $\frac{3}{4}$ mile of track at Ferrymead and will operate in conjunction with railway museum activities. Exhibits include a Kitson steam motor in working order; double deck trailer 91, under restoration; two steam or horse trailers, one restored and one under restoration; and one trolley-bus. A future addition will be No 11 from Dunedin, while a number of tramcar bodies are available if suitable tracks can be obtained.

Auckland:

Operation will be only a sidelight for this museum which will basically be a static display. It has by far the largest fleet of preserved cars, including two streamliners from Auckland; three Fiducias, a double saloon, a double-decker and a works van from Wellington; an Auckland 4-wheeler, body only; and former Sydney steam motor No. 100A.

Rails are on hand and track laying and overhead erection are planned to begin late this year.

—from notes compiled by Graham Ahern.



An interlude: the "Lady Edeline" departs from Mosman wharf on a mid-afternoon journey to Circular Quay.

SYDNEY TRAMS ARE BACK

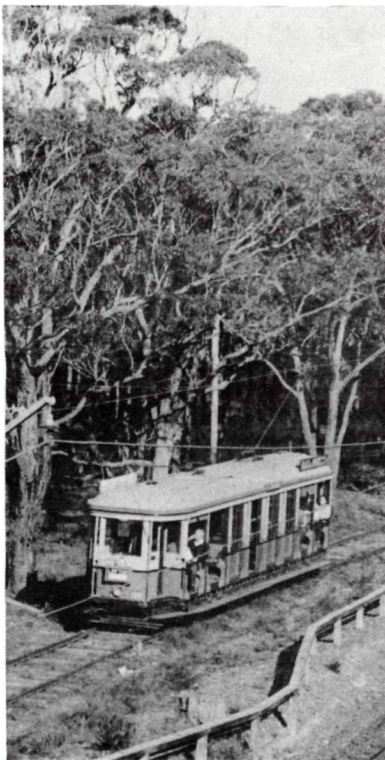
Remember when you could travel to work by public transport without wondering whether the next bus would be full up or not?

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.

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