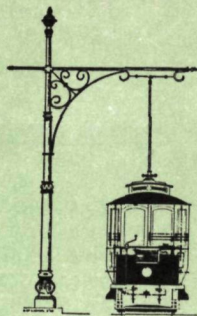


TROLLEY WIRE

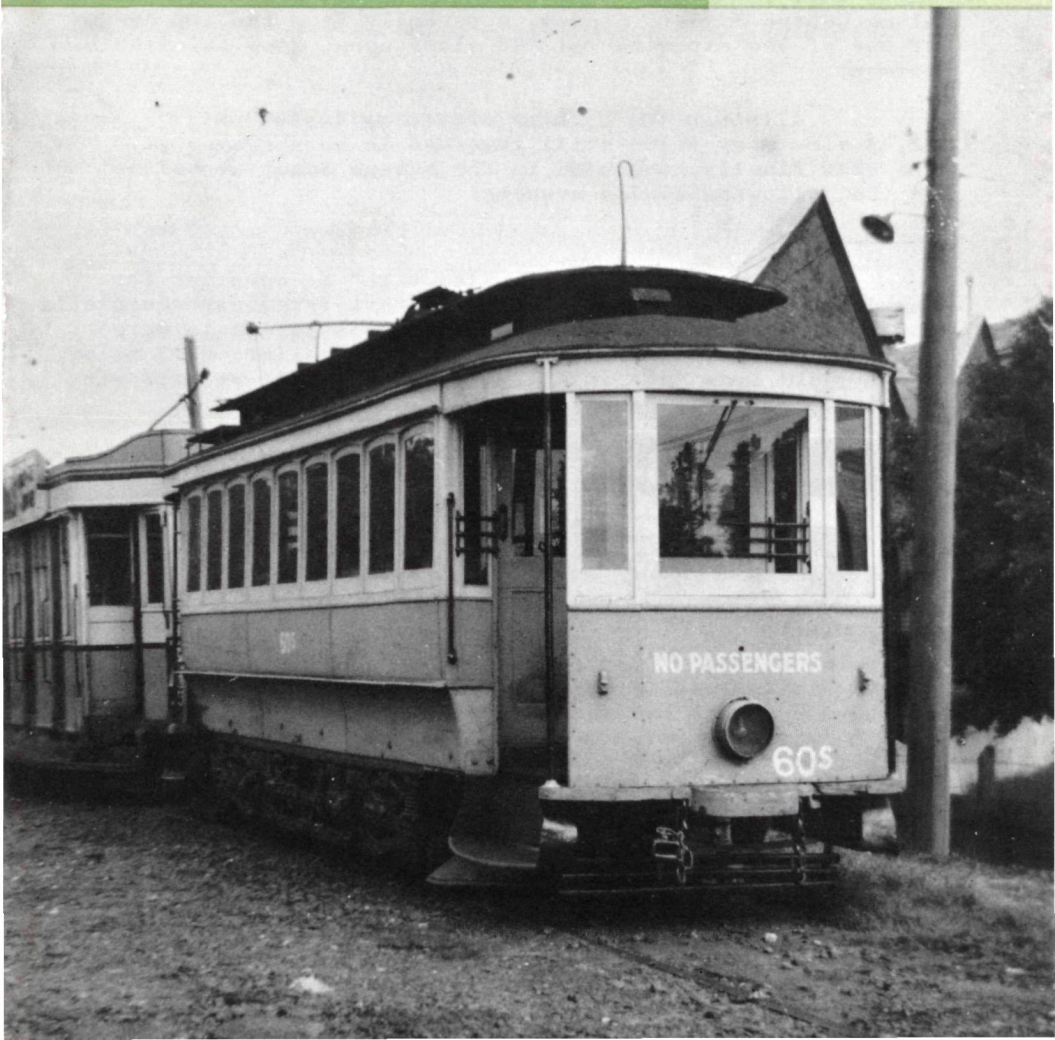
Magazine of the
SOUTH PACIFIC ELECTRIC RAILWAY

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

TWENTY FIVE CENTS



AUGUST 1966



ANNUAL GENERAL MEETING

The Annual General Meeting of the Co-operative Society was held on Friday, 24th June and attended by 66 members and friends. As no nominations were received from members wishing to stand for election to the Board of Directors, the three retiring Directors, Dick Clarke, Laurie Gordon and Ken McCarthy were re-elected unopposed.

Barry Tooker is again thanked for providing a 16 mm sound projector which enabled the meeting to view our archive films depicting museum progress over the last ten years, scenes of trams operating in Brisbane, Sydney and Hobart as well as commercial productions in which tramway views were featured. One striking scene, filmed in 1907 along George Street, Sydney, apparently from the top deck of one of the experimental "C" class cars, drew favourable comment.

Although the 3½ hour screening lasted until 12.45 a.m. many films still remained to be screened ... the show finally concluded in the museum depot at Loftus on the following Sunday evening!

A NEW LOOK

From this issue "Trolley Wire" is adopting for regular use a new typeface which we have tried experimentally in the last couple of issues. The new typeface is more distinctive in style and being slightly smaller, will allow us to print more text in the same area as well as improving the appearance of the magazine.

Gentlemen



WE

solicit your
attention

Following a short business session at the next general meeting to be held on Friday, 23rd September at 8 p.m. in St. Luke's Church Hall, 11 Stanmore Road, Enmore, a lecture will be given on the Newcastle Tramways, which served that northern city between 1887 and 1950. The talk will be accompanied by maps and slides in colour and black and white, together with movies from both amateur and commercial sources.

COVER PHOTO: "C" class breakdown car 60s (former passenger car 29) at the rear of Dowling Street Depot late in 1958.

Photo, Vic Solomons

TROLLEY WIRE

New Series Vol. 7 No. 5

Issue No. 105

AUGUST 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 members to the museum:-

Bruce Burgess	169
Patrick Underwood	170
Roderick Macdonald	171

PRELIMINARY ARRANGEMENTS FOR THE DECEMBER MEETING

Although details are not yet finalised, member's attention is drawn to our second open afternoon and social evening which will be held on Saturday, 10th December at the Museum and afterwards at the Loftus Community Hall.

Firm times and costs will be announced in the next issue of "Trolley Wire".

TRAMCARS 180 AND 141s LEAVE THE SUBSTATION YARD

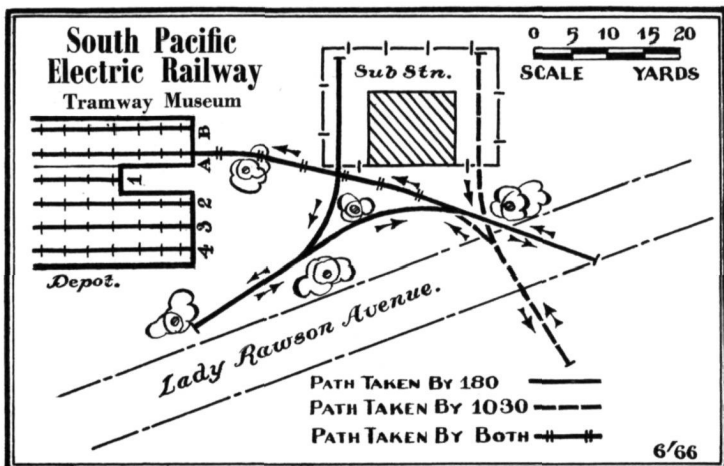
With the completion of the second stage of the depot rebuilding, the Museum was faced with the problem of how to move Brisbane car 180 and Sydney breakdown car 141s (former "O" class 1030) from the substation yard into the new structure. Although the distance amounted to a mere thirty yards, the area through which the vehicles had

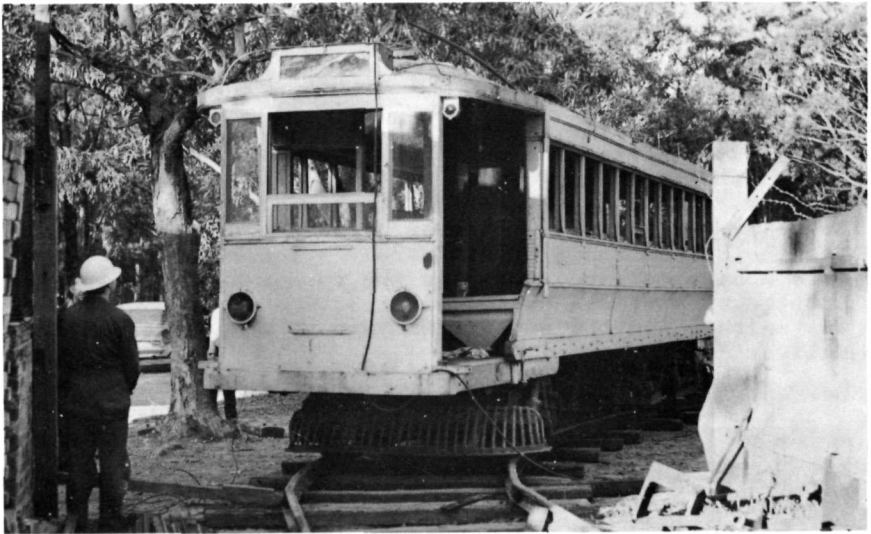
to be moved was cramped and crowded with trees. This awkward situation ruled out most of the advantages derived in the past by using mobile cranes - the only solution seemed to entail the use of temporary trackwork along which the trams could move under their own power.

Accordingly, on Saturday and Sunday 4th and 5th June, car 180 left the substation yard by way of a triangle of temporary track. Just prior to noon on Saturday, 180 was driven out of the yard, under its own power, onto the first length of track and by 3.30 p.m. it had safely traversed the 30 foot radius curve onto the first leg of the triangle, parallel to Lady Rawson Drive. Early on Sunday work commenced on slewing the track to form the second stretch of the triangle and, except for a minor derailment just after noon, 180 reached the end of the second leg safely by 3 p.m. Work pushed ahead rapidly on the last length of trackwork into the new depot road "A" and, with a set of point blades clamped into position to mate the track ends, 180 squeezed past a tree with only half an inch to spare and left a touch of paint on the substation fence before entering its new home at 6.38 p.m.

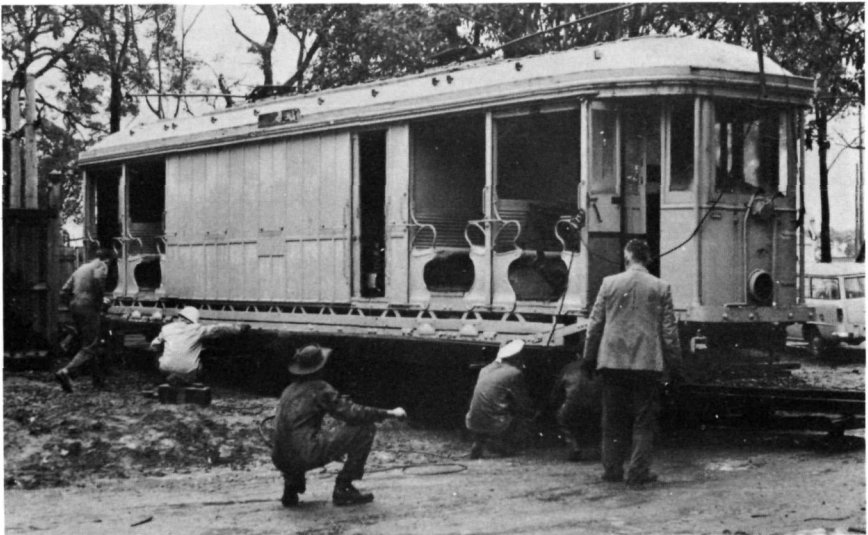
Although 141s is a much heavier car, the fact that it had only to reverse once on a "Y" shaped formation, and could use some of the temporary track laid down for 180, simplified its movement. This second transfer took place during Sunday, 11th June, and, in spite of inclement weather, the task was completed the same evening.

All members who participated in the depot re-building, track laying, preparing the cars for their first journey under Museum power, and in the actual move are congratulated on a heavy task successfully completed.





Watched by an unknown member with crash helmet, Brisbane car 180 moves out of the substation yard on temporary track on 4th June.



In wet weather on 11th June, breakdown car 141s is driven out of the substation yard onto a temporary trestle across Lady Rawson Avenue. Photos, Bill Parkinson

OVERHEAD TOWER ACQUIRED

Recently a number of members attended a Dept. of Supply auction with the view of obtaining for the Museum a former P.M.G. tower wagon being offered. Due to the excellent condition of the truck our members were quickly outbitten and the wagon was knocked down to a road transport company. However, enquiries revealed that the tower was to be removed and member Peter Macdonald purchased the tower for the Museum for \$108 delivered. The Tower, which is of more modern construction than the former horse drawn tower mounted on 99u, was delivered on Saturday, 16th July and was unloaded in the substation yard by the crane used to deliver "C" 29.



The Museum's first work party, hardly dressed for the occasion but full of confidence for the future! Needless to say, overalls or shorts soon became standard work dress.

Photo, Norm Chinn

LOOKING BACK

This month of August, 1966 marks the first decade of our museum undertaking at The Royal National Park. On Sunday morning, 26th August, 1956 our first General Manager Norm Chinn, drove in the first peg and the small work party of eight members bent their backs to the task of clearing the area which now forms our depot.

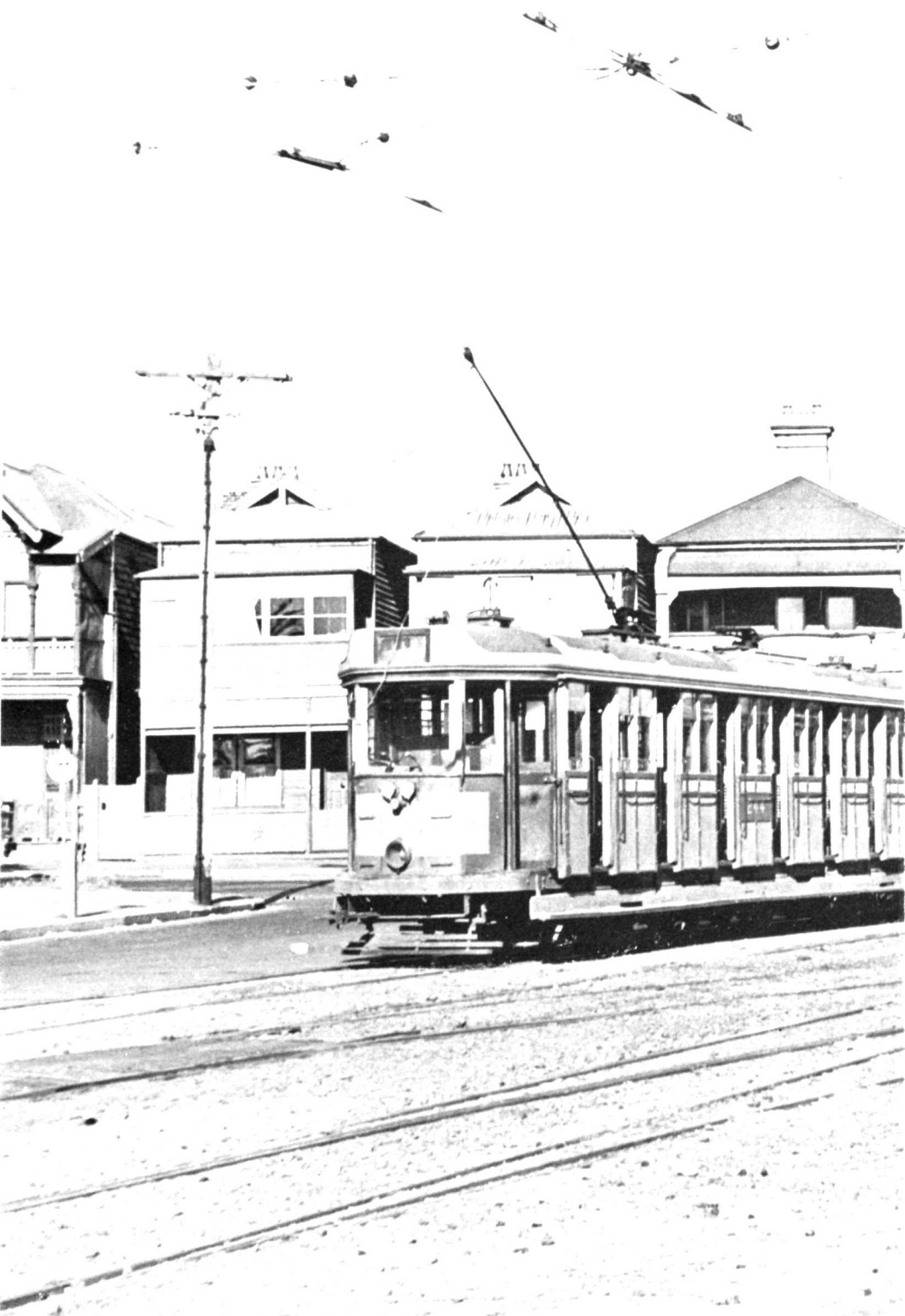
The museum society, then known as the Australian Electric Transport Museum, had been founded eight months before with a membership of four, a capital of £12 and four tramcars - "L/P" 154, "N" 728, "F" 393 and Prison car 948.

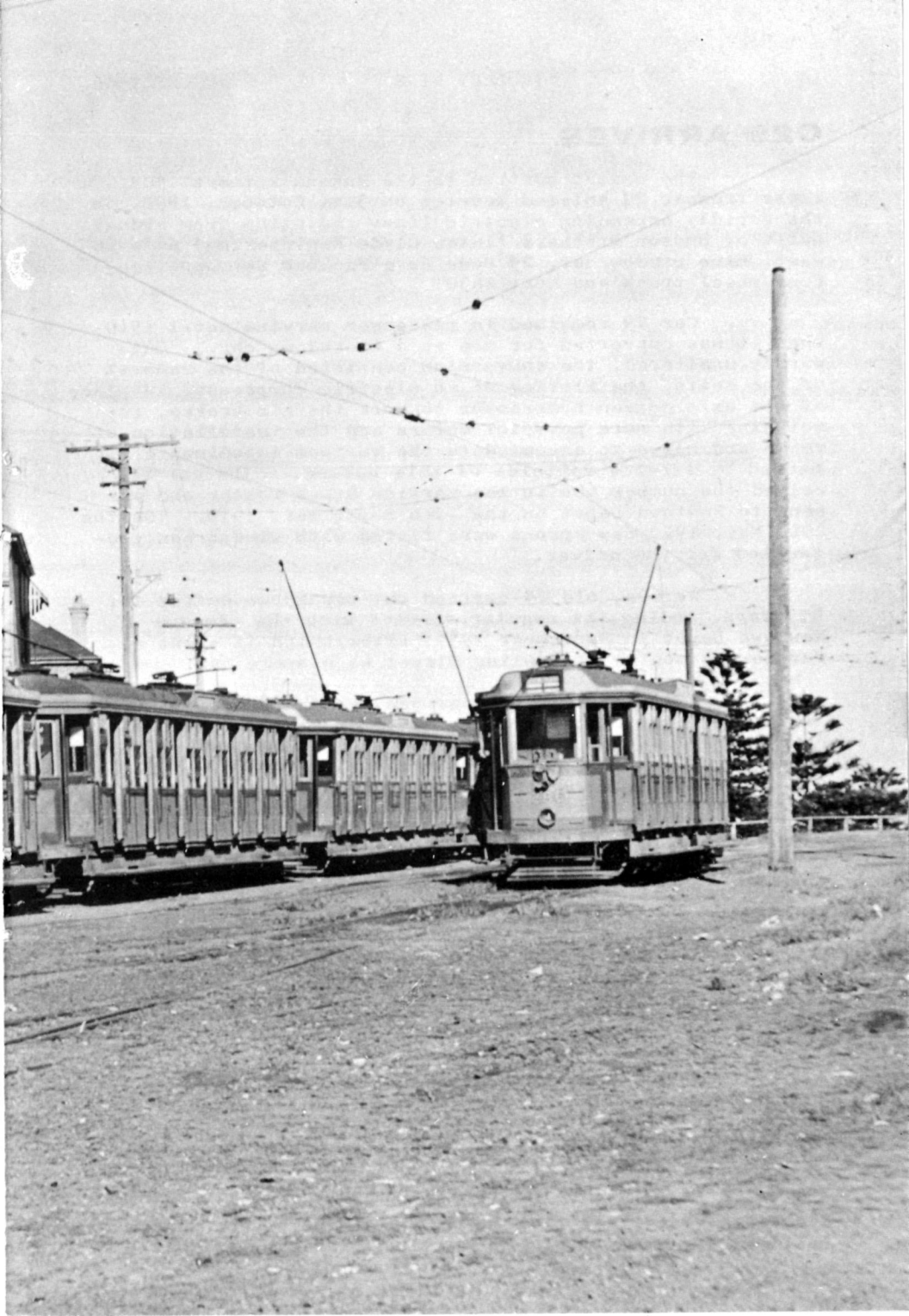
From this humble start our venture has flourished into an undertaking with assets to the value of \$23,000 and a very active membership of 140 persons. From that one peg driven into the ground ten years ago has sprouted a six road depot covering an area of 9,000 square feet and housing twenty one items of rolling stock; trackage of approximately half a mile; and electric operation which was sampled by almost 29,000 people during its first year (1965-66).

Although we have achieved much during the last decade, we must not rest on our laurels... the coming period of expansion will require still greater effort. Plans for the future envisage the completion of the depot rebuilding scheme; routine maintenance and consolidation of the existing plant and equipment; a slight increase in the size of our preserved fleet; additional track extensions of approximately one mile; a continual improvement in facilities for our visitors and further releases of major historical works prepared from the archives at our disposal.

The foundation members thank all those hard working souls who have enabled what was just an "impossible dream" to become reality and trust that the satisfaction received in seeing the Museum expand has proved to be a satisfactory reward for your labours.

CENTER PAGES: "L/P" class tramcars at Parnell Place, Newcastle on 25th February, 1950, the last day of tramway operation on the Glebe and Merewether Beach lines. The three cars in the foreground are high windowed types 244 and 286, and low windowed car 285. Photo, Ben Parle





C29 ARRIVES

The newest edition to the Museum's fleet, "C" class tramcar 29 entered service on 31st October, 1898, on the rapidly expanding electric lines radiating from Sydney. Built by Hudson Brothers (later Clyde Engineering) as a 26 seat, nine window car, 29 rode on a Peckham Metropolitan four wheel truck and cost £630.

Car 29 remained in passenger service until 1910 when it was converted for use as a breakdown car. Outwardly unaltered, the conversion consisted of the removal of the seats, the fitting of an electric compressor in place of the axle driven compressor to work the air brakes, re-motoring with more powerful motors and the installation of racks and boxes to accommodate the various impedimenta needed by service vehicles of this nature. The car received the number 60s in the service stock roster and was sent to Newtown Depot on the 17th September, 1910. On the 29th May, 1920 new aprons were fitted with windscreen protection for the driver.

As 60s, old 29 carried out breakdown duties for 47 years, ending its regular service with the closure of Newtown Depot in September 1957, after which it spent a further 15 months at Dowling Street as a spare car.

Early in 1959 the car was sent to Randwick Workshops where the motors and electrical gear were removed. However, 29 was not towed onto the scrap line like so many other trams. Museum member Kevin Martin purchased the car for £40 with the idea that one day it would be possible to restore the car to its former glory and operate it at Loftus.

The Museum was not in a position to accept another "C" class car at this stage so Kevin had the car moved to his backyard at Centennial Park. Because of the difficulty in placing the tram in position the truck and body were separated, being mated again after the truck had been placed on a short length of track constructed for the purpose. Over the next twelve months Kevin managed to salvage controllers, air brake pedestals, a trolley base and pole and even located two "C" class tram seats at the workshops, all of which were fitted to the car.

Kevin's university studies finally caught up with him and prevented much restoration work being carried out on the body. The Museum Board was asked for space to be made available for the car at Loftus before serious deter-

Opposite: "C" 29 swings 30 feet in the air as a crane lifts it over palm trees, ready to be lowered onto a semitrailer for transfer to Loftus. The broken windows visible are part of minor damage sustained by vandalism.



ioration of the car body set in. Earlier this year Kevin accepted a position in Adelaide and before he left Sydney the Board was able to inform him that space had been allotted in the new depot extension then being built.

As soon as the extension was completed, the 15th and 16th July were set aside for the transfer of 29 to Loftus. An inspection of the Centennial Park site showed that the easiest way to move the car would be as it went in - in two parts.

Loading commenced at 1.00 p.m. on the 15th and went without a hitch despite the difficult location. A.B.C. Channel 2 television filmed the occasion and the operation was televised on the late news the same night.

At 8.30 a.m. on Saturday morning, 16th July, cranes and trucks arrived at the Museum and work commenced immediately to unload 29 onto the temporary track which had been prepared the previous weekend. An hour later 29 was ready to roll into its new home. After members had inspected the tram, and with photo taking completed, all hands set to and pushed. 29 took umbrage at the fifteen foot radius temporary curve into the depot and derailed. However, the car was quickly rerailed and the move into the depot was completed without further incident.

Our thanks are due to Kevin for making the tram available and to Mrs. Martin for arranging television coverage and assistance generally. "C" class 29 is the Museum's second oldest car, "C" 290 being two years older, and is planned eventually for the two cars to run as a coupled set of motor and trailer.



"C" 29 in its former resting place in Kevin Martin's backyard at Centennial Park. The tree in front of the tramcar had to be removed before lifting took place.

Preserved Tramcars

Adelaide "H1" class 381, the second exhibit in this series, has the most modern body style yet seen on an Australian tramcar.

Planned as one of a class of 40 vehicles, the construction of 381 by the Municipal Tramways Trust at Hackney Workshops, was continually hampered by post World War II material shortages and the gradual deterioration of the undertaking's financial situation due to falling patronage; a situation faced by all similar transportation authorities at that period.

This heavy tramcar, designed for both street and interurban operation, underwent trials early in 1953 and entered regular peak hour service on the Henley Beach, Kensington Gardens and Hilton lines on 24th February, 1953. Although considerable quantities of material was ordered for the 40 cars, a change in the structure of the Trust (from 3rd February, 1953, as a result of a Committee Enquiry in 1951-2) caused a reversal in policy resulting in the cancellation of the remaining order for 39 "H1" type tramcars, and ultimately the closure of all Adelaide tramways, with the exception of the Glenelg interurban line, on 22nd November, 1958.

Due to this policy, 381 became a "one only" item. As the car's 4 x 65 h.p. motors were incompatible with the



Adelaide "H1" car 381 at Colonel Light Gardens terminus during the A.E.T.A. Convention tour on 1st April, 1956.

rest of the fleet, it did not receive Tomlinson couplers and the interior, planned to be as striking as the exterior body details, was hurriedly fitted with non-reversible bus seats facing towards the centre entrances.

With the gradual closure of the Adelaide tramways, 381's traffic duties became less frequent, but on 1st April, 1956 the car toured the Colonel Light Gardens, Wayville West, Cheltenham, Paradise, Prospect, Glenelg and Richmond routes during the second A.E.T.A. Convention. This proved to be its one blaze of glory as after this jaunt 381 spent most of its time standing at the rear of Hackney Depot beside the historic California car number 1.

With the closure of Hackney Depot to tramway traffic on 13th November, 1958, 381 was transferred to City Depot, joining the 29 remaining "H" class interurban tramcars as well as several drop centre "F" class cars required for the last week of street tramway operation on the Cheltenham line. The railborne life of 381, however, was shortlived, for on 14th May, 1959 it was separated from its bogies and transferred to store at the Maylands per-way yard accompanied by surplus "H" car 352.

With the disposal of the Maylands property imminent, the M.T.T. recently fulfilled a long standing promise and donated 381 to the Australian Electric Transport Museum (S.A.) Inc. for preservation. On 13th August, 1965 this modern car was again lowered onto its bogies at the St. Kilda depot of the Museum where it now stands, as it did ten years ago, under cover beside preserved California car number 1.



The interior of "H1" 381 showing the non reversible bus seats, and the diagonally situated doorways in the drop centre.

Photos, Ben Parle

MELBOURNE NOTES

Camberwell Road has been concreted from Camberwell Junction through to about 100 yards into Toorak Road, Hartwell. On Sunday 26th June, six tower wagons were in attendance at Footscray terminus and replaced all contact wire between the terminus and the first cut-off switch at the southern end of Droop Street, Footscray.

On the same weekend, the M.M.T.B. relocated the crossover in Collins Street at Elizabeth Street to allow two cars, instead of one, to wait between the crossover and Elizabeth Street. Previously if a second car followed across while one was shunting, the second car blocked Elizabeth Street.

Broadcast station 3 KZ has started something new in radio competitions. All you have to do is write in 25 words or less why you would like a tram and the winner will be given the body of a "W2" tramcar - a shell weighing $8\frac{1}{2}$ tons.

LATE NEWSUnited States

The last tram operation in St. Louis, that to Hodimont, was replaced by buses on 21st May. The one remaining line operating in El Paso, Texas, which operates on a circular route over the international border to Juarez, Mexico, was expected to be temporarily replaced by buses for a ten month period from 1st July while border adjustments are being made. This temporary suspension could well become permanent.

This means that only eight U.S. cities - Fort Worth, Pittsburg, Philadelphia, Shaker Heights, Newark, Boston, New Orleans and San Francisco - now operate electric services using street tramway type vehicles.

- S. D. Maquire

China

About 1600 streamlined buses and trolley buses have replaced Peking's last few trams according to the New China News Agency.

Although the report states that tram services were introduced in the Chinese capital 42 years ago, it is a little known fact that an electric line was operating around the city wall during the Boxer Rebellion in 1900.

- A.A.P.- Reuter

BACK COVER: A mobile crane lowers the body of "C" 29 onto its truck at the rear of the depot at Loftus.

