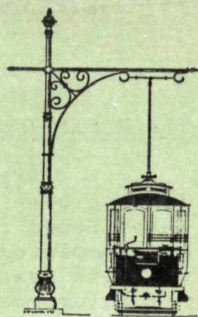


# TROLLEY WIRE

Magazine of the  
**SOUTH PACIFIC ELECTRIC RAILWAY**

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

**TWENTY FIVE CENTS**



**OCTOBER 1966**



### TRACK LIFTING PROGRAMME

After nine months of solid toil the task of lifting over a mile of rail and sleepers on the former Water Board railway between Regents Park and Potts Hill was completed on July 30th. Since Saturday August 6th off site museum labours have been centred on lifting the remaining grooved rail at Mascot airport which once formed the down road of the Lords Road tramway to Ascot Race-course. General cleaning up, both at Potts Hill and Ascot, should be in progress when these lines appear.



The last lengths of rail being lifted at Mascot. The "official" DC3 in the background is used by the U.S. Naval Attache to Canberra.

### TOWER WAGON CONSTRUCTED

On July 29, six members attended a P.M.G. motor vehicle auction and purchased a 1957 Dodge double cab truck for use as a tower wagon at the Museum. The vehicle cost \$300 and this amount is being covered by donations from members interested in this project.

After arrival at Loftus, the tray was removed and a few minor repairs made. On September 24 our overhead tower was bolted to the chassis with virtually no modifications. The toolboxes over the wheels were fitted, and after suitable testing, Sydney's only double cab tower wagon was ready for registration.

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COVER PHOTO: 522 climbs the last rise before reaching Bardon terminus on 1st September, 1966. Poles will be changed, and, after a brief wait, 522 will return to the city to help move Brisbane's evening peakhour crowds homeward.

# TROLLEY WIRE

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OCTOBER 1966

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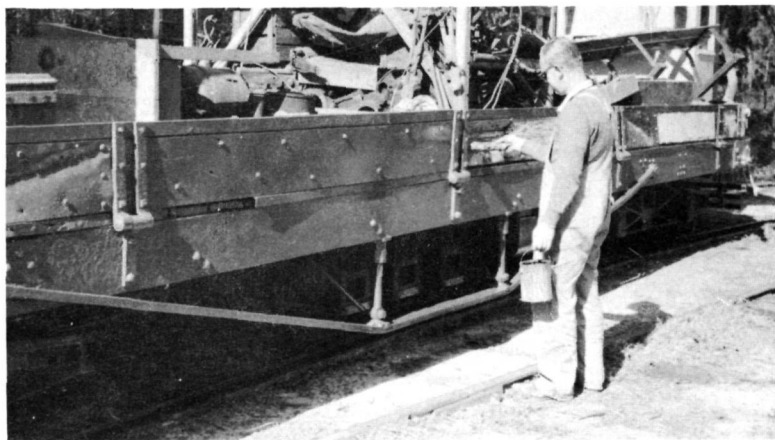
## NEW MEMBERS

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

Joseph Gill	172
Anthony Watts	173
Richard French	174

He has the right to criticise who has the heart to help.

- Abraham Lincoln



Norm Chinn painting the side of 99u on 1st August, 1966. This is the third repaint the car has received since it was built in 1915 and the first since 1935.

TRACK EXTENSIONS AT LOFTUS

Work has just commenced on a track extension of two chains northwards from the museum depot to the Princes Highway. Construction on this extension halted during August last year when the Department of Main Roads constructed a rain water run-off channel across the path of the proposed line, but the construction of a culvert under the direction of Bob Cowing, had enabled this obstacle to be bridged.

CAR REPAINTING

The repainting of ballast motor 99U was completed during September, the project having been undertaken by Norm Chinn who was able to carry out the entire job during weekdays. Work is continuing on the interior restoration of "N" 728. With the end platforms and smoking compartments completed, all efforts are now being concentrated on the three centre compartments.



Rock and ash for the highway extension roadbed was carted in Brian Muston's utility hauling a rather unusual "ballast trailer" which is being unloaded in the above photo.

LIGHTNING STRIKE

During a thunderstorm on the evening of 9th October, lightning struck a tree beside the depot extension. The charge travelled down the tree, burnt a path across to our track and blew the circuit breakers in the substation. An inspection showed no damage had been done and power was quickly restored.

DIESEL POWERED CABLE CAR

A former San Francisco cable car has been fitted with a diesel engine and is being used to convey visitors around a cattle feedlot at Betteravia, Santa Maria, California. The 3'6" gauge line on which the cable car runs is used by bulk bins for feeding the 25,000 cattle in the feedlot.

- "Country Life"



Culvert brickwork was constructed by Bob Cowing with assistance from Russell Willis, Bill Parkinson and others. Culvert crosses storm water channel dug by the Dept. of Main Roads to drain recently completed highway works.

## South Pacific Electric Railway. **ACTIVITIES**

### STEAM TO NEWCASTLE AND TORONTO

Over 500 passengers were aboard the seven car train when engine 3830 set out from Sydney on the museum's second "speed run" to Newcastle. Following restrictions on maximum speeds imposed since the first trip two years ago, it was not expected that a new record would be set, but the prospect of a fast non-stop run with some bursts of high speed was still a very attractive one.

Unfortunately the run on the main line in both directions was rather disappointing. With an over-conscientious inspector on the footplate, the speed limits were rarely reached, let alone exceeded. The overall time on the down journey was quite fair, at 2 hours 9 minutes 17 seconds, including a delay between Sydney and Redfern, and a maximum speed of 73 m.p.h. was reached near Wyee. The up journey was shocking however, with a start-to-stop time of 2 hours 15 minutes 33 seconds, relieved only by a burst of 76 m.p.h. at Mount Kuring-gai. The slow time was caused by over-cautious running between Newcastle and Gosford, which is the main section where the tabled times can safely be improved upon.

By contrast the local tour out of Newcastle was particularly enjoyable. Saturated 50 class 5178 ambled down to Toronto with a train of eleven end-platform cars and there was time for lunch beside Lake Macquarie, or a look at some of the town's vintage ex-Sydney buses, before the return trip. 5178 made a pleasant photo subject at several locations, as well as providing a few anxious moments when it slowed to a walking pace on Fassifern bank.

The tour was overbooked by about 150 seats and plans were made for a second trip to carry the overflow. However, this had to be cancelled owing to the N.S.W. Rail Transport Museum's forthcoming tour to bring 3801 back to Sydney, which made a further 38 class trip to Newcastle rather undesirable.

Altogether the day was an enjoyable one, the success of the Toronto section compensating for the uninteresting main line run. Our sincere thanks go to those Departmental officers who contributed towards the trip's success.

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OPPOSITE: Saturated standard goods 5178 trundles our tour special over a quiet backwater of Lake Macquarie between Toronto and Blackall's Park.





### 381 ON THE MOVE

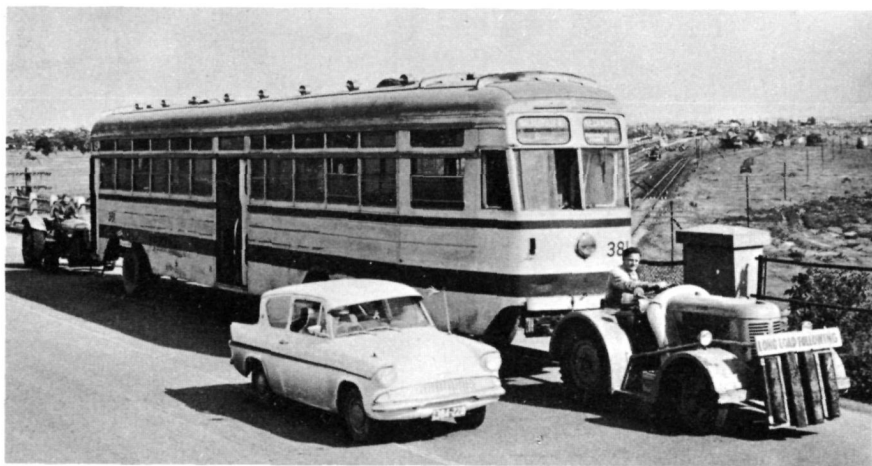
Included opposite are two photographs of Adelaide's HI class tram which were not included in our last issue.

The equipment used to move 381 from Maylands to the Australian Electric Transport Museum's depot at St. Kilda was constructed by the Municipal Tramways Trust to transfer H class cars from City Depot to the Tramway Workshops at Hackney which had been isolated by the closure of the Hackney line on 13th November, 1958.

Construction of the equipment utilised spare axles from Daimler double deck buses, angle iron uprights being welded to each axle with a large flat plate fixed to the top of each set of uprights. The tramcar frame fits exactly onto the plates, and is held in place by the normal bogie kingpin.

A drawbar was fitted to the front axle for towing and steering whilst braking was provided by connecting the brakeshoes on the rear wheels to the handbrake in the front motorman's cabin by wire cable. The handbrake was operated as required when the tram was being towed.

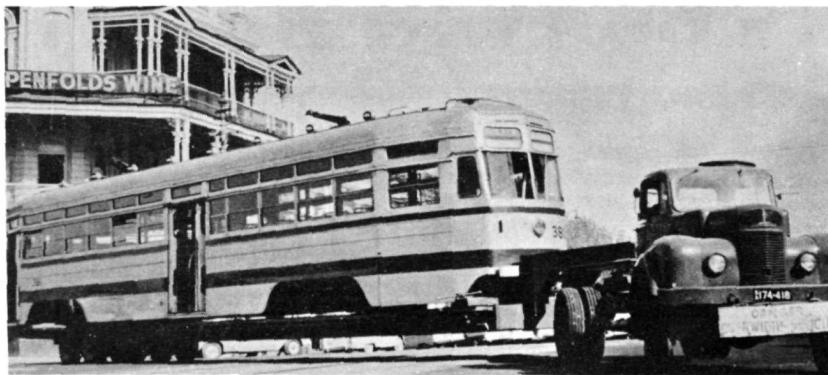
In normal use to and from Hackney, it was not necessary to remove any body parts, lifeguards or couplers, and trolley poles were left on the car.



"HI" 381 crosses the railway bridge at Cross Keys en route to the Australian Electric Transport Museum at St. Kilda, Adelaide, in August 1965. The tram is on road wheels being towed by a tractor.

Photo courtesy Advertiser Newspapers Ltd.





Adelaide's most modern tram, "H1" class 381, turns from East Terrace into North Terrace en route from City Depot to Maylands Permanent Way Depot on a low loader on the 14th May, 1959. Photo courtesy "The News"

#### PEKING TRAMWAYS

Further research into the early history of the tramways of Peking, as it was originally known, substantiates the statement in the June issue of "Trolley Wire" that the recent press release which quoted that the tramways closed after 42 years service was indeed incorrect.

The first electric line laid between the railway station and the city wall, opened for service during the first week of July, 1899, but a contemporary report reveals that "... the restrictions on the amount of luggage carried and the infrequency of the service ..." were "... very serious handicaps on the usefulness of the line."

The "Boxer" Rebellion, so named after the fanatical group "Fists of Righteous Harmony" who engineered the uprising, and the siege of the foreign section of Peking, commenced at 4 p.m. on 20th June, 1900 and was not raised until 2.30p.m. on 14th August, 1900, when the 7th Rajputs, the vanguard of a large foreign relief force, entered the city. Some trouble had erupted a month earlier, when, on 24th May, 1900 (the birthday of Queen Victoria) Boxer bands had, among other destructive acts, burnt some of the tramcars at the foot of the outer wall.

- "The Australian Mining Standard & Financial Review" and "The Good Years" by Walter Ford.

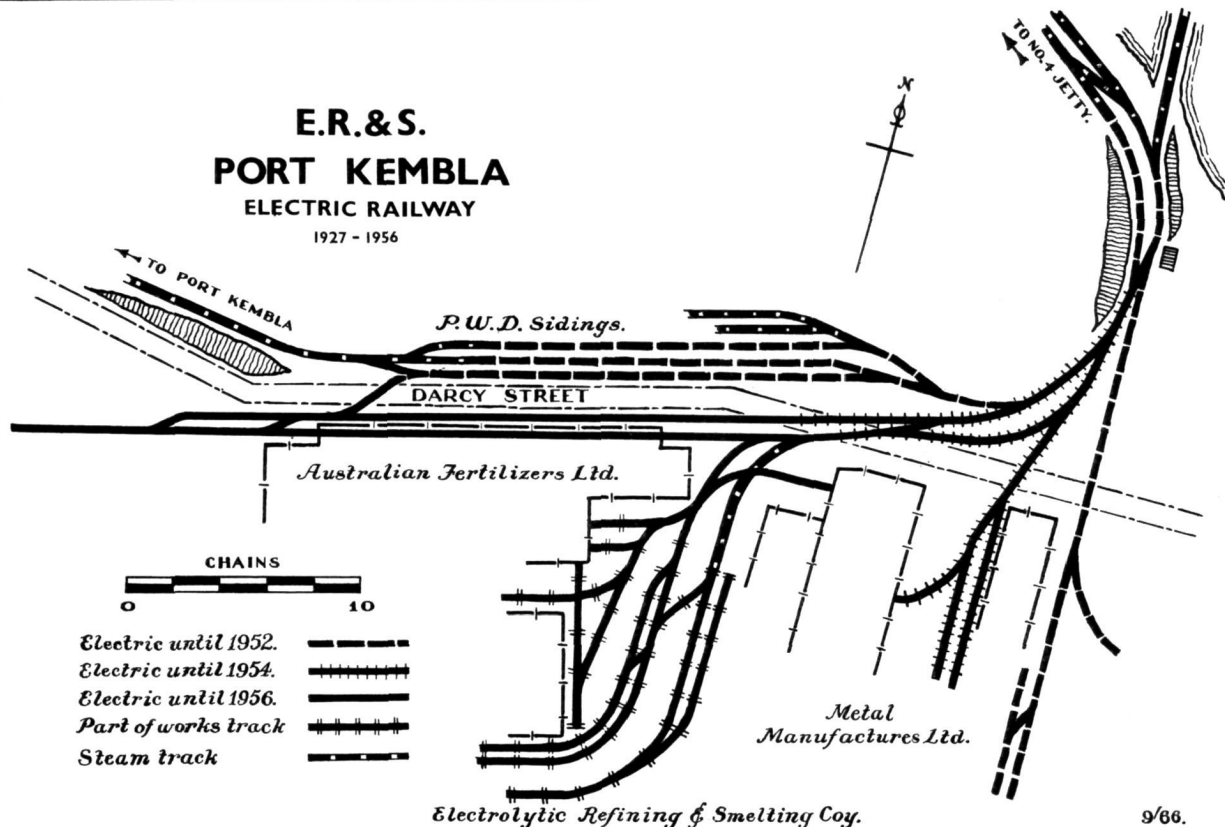
## LOOKING BACK

Ten years ago, in 1956, electric locos, receiving power from conventional tramway style overhead wires, worked for the last time at shunting duties on the standard gauge lines in the yard of Australian Fertilisers and the Electrolytic Refining and Smelting Company at Port Kembla N.S.W.

During 1927 the E.R.S. Coy. purchased three Peckham trucks and associated electrical gear from the New South Wales Government Tramways, possibly removed from "D" cars 111, 112 and 120, to use in the building of three steeple cab electric shunting locomotives. On emerging as locos 1, 2 and 3, only an expert eye could detect the tramway origin of these vehicles as they pottered around the eastern Port Kembla area shunting in the Darcy Street Public Works Dept. exchange sidings, and delivering trucks



# E.R.&S. PORT KEMBLA ELECTRIC RAILWAY 1927 - 1956



to the Australian Fertilisers, E.R.S. and Metal Manufactures' plants.

The overhead followed N.S.W.G.T. practice and was supported by both side bracket and span wire suspension. No difficulty was experienced in furnishing 600 volt DC power as many machines in the plants served by this electric railway used power of the same potential generated in the E.R.S. power station.

Three empty four wheel trucks seems to have been the maximum load handled by these locos, a none too great an effort when compared with the Company's steam locos, but their continuous availability and freedom from smoke made the former trams popular around the factory areas.

On January 1st, 1949 the New South Wales Government Railways took over the Port Kembla shunting duties from the Public Works Department locos and finally caused the E.R.S. Company to remove the overhead wire from the eastern siding into Metal Manufactures and the three electrified roads in the Darcy Street exchange sidings during 1952. Between January and May 1954 the remaining overhead outside the works boundary was torn down and in 1956 steam loco operation returned to the remaining tracks when the last  $\frac{1}{4}$  mile of what once amounted to almost 2 miles of electrified siding was dewired.



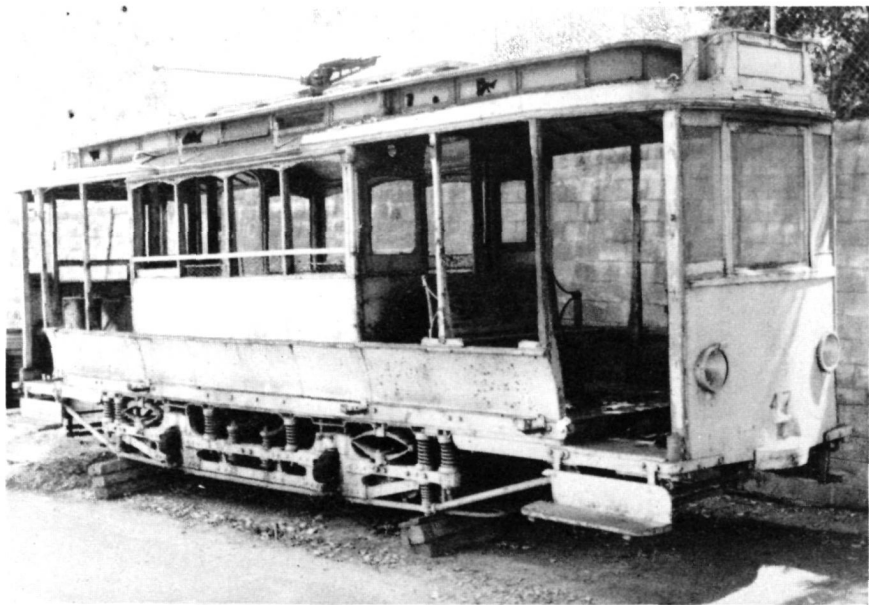
The Electrolytic Refining and Smelting Co. electric locomotive number 3 shunting at Darcy Street, Port Kembla on 27th November, 1951. Photos - Ben Parle

BRISBANE NOTES

The tramway scene in Brisbane does not appear to be very bright as the Brisbane City Council, operators of the Brisbane system, has instituted express bus services to Belmont and Mt. Gravatt in competition with the tram service. Complete body repainting has been stopped and cars are patch painted as required. No interior painting is being carried out. However, workshop staff will not allow electrical and mechanical work to suffer and this work is being maintained at the high standard expected from the Milton shops.

Demolition of buildings has commenced on the south side of the Brisbane River in preparation for the construction of a new bridge to replace the present antiquated Victoria Bridge. It is understood that tramtracks will not be provided on the new structure.

A new facing crossover has been installed in Queen Street near North Quay and this work, together with the express bus runs, gives rise to the thought that Queen



Brisbane single truck California combination car number 47 standing beside the railway embankment at Milton Workshops.

Street services may terminate at North Quay and south side services to Salisbury, Mt. Gravatt and Belmont may be abandoned upon completion of the new bridge.

Single truck California combination car 47 still rests on blocks behind the workshops. Unfortunately, since our visit twelve months ago much of the patterned glass in the deck roof has been broken while two panes have been removed entirely.

No. 17, an "Essanee" self propelled reciprocating grinder purchased from Sydney in July, 1961, was scrapped in January, 1966. This vehicle was regarded as too slow for use in Brisbane and had the disadvantage that complete track occupancy was required for its use.

#### ANOTHER VICTOR HARBOUR TRAMWAY?

"Railway Transportation" reports that the Corporation of the Town of Victor Harbour (S.A.) called tenders which closed on August 3rd for the sole rights to operate a tram service from Victor Harbour to Granite Island for a term of five years from December 22nd.

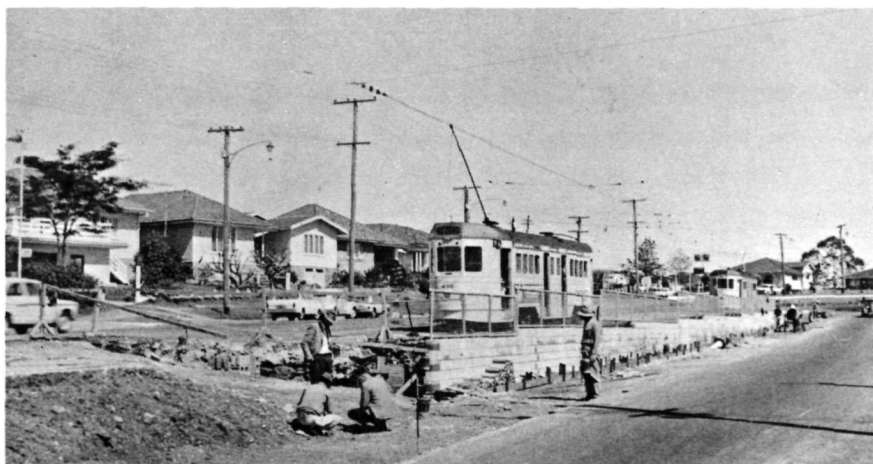
The South Australian Railways owned the original 5'3" gauge horse tramway which ran for  $1\frac{1}{4}$  miles from Victor Harbour Station yard to Granite Island.

Operated under contract using two double deck cars, this popular tourist attraction closed in May, 1955 when the elderly contractor retired and major causeway reconstruction made continued operation uneconomical.



Victor Harbour horse tram near the station terminus in 1947.  
Photo - Ken Magor





The tram terminus at Belmont has been cut back to provide a turning circle for express buses. The new single track terminus (above) is shown nearing completion.



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**BACK COVER:** Two of Bendigo's famous Birney cars pause in Pall Mall for photographs during a tour by the Association of Railway Enthusiasts on 4th July, 1965.

Photo - Dave Macartney

