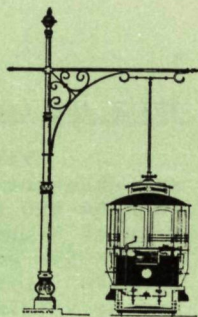


TROLLEY WIRE

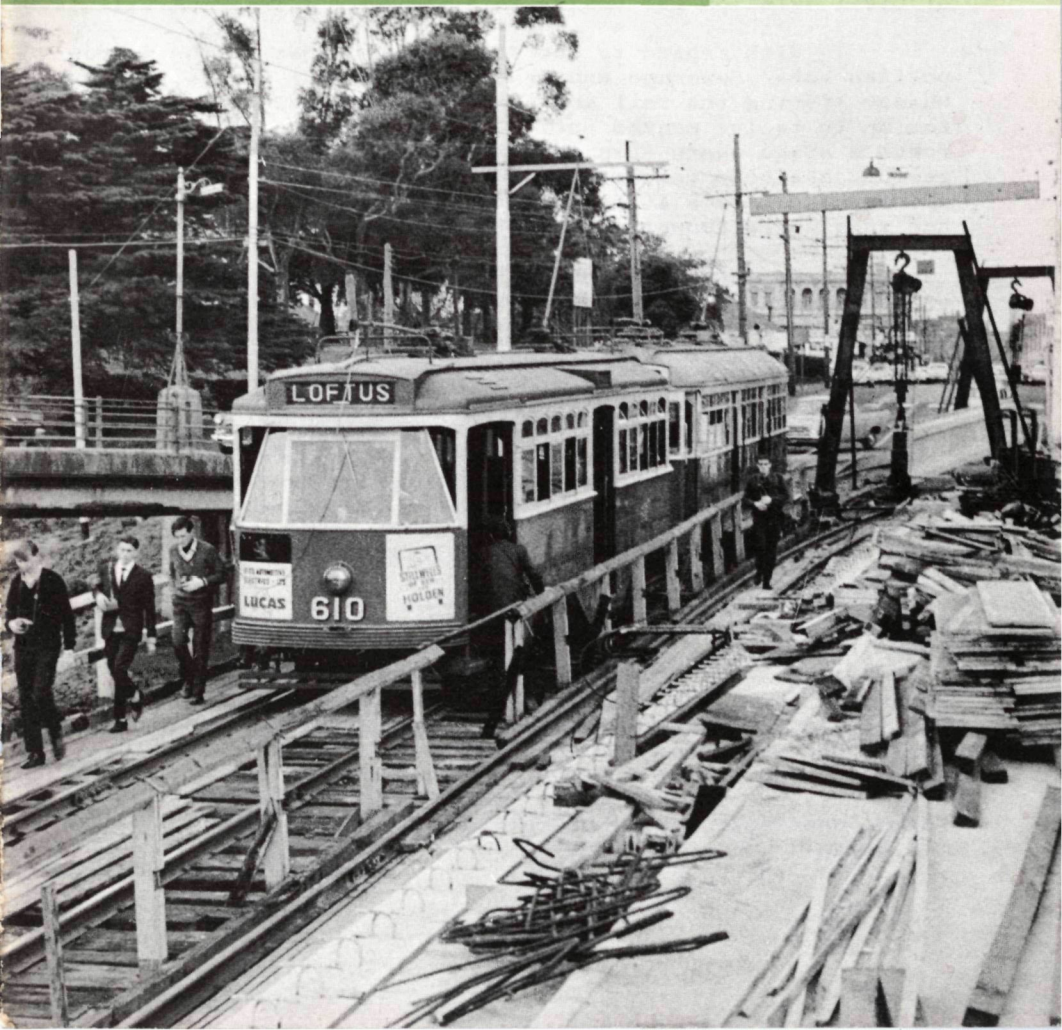
Magazine of the
SOUTH PACIFIC ELECTRIC RAILWAY

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

TWENTY FIVE CENTS



DECEMBER 1966



TRACK AND LINESIDE ACTIVITIES AT LOFTUS

With the completion of the culvert over the highway easement channel on September 4th, the task of completing the two chain track extension from the Depot Yard to the Princes Highway was able to proceed apace. Although "ballast motor" 99U made the first trip along this extension at 6.58 p.m. on September 11th, final ballasting and levelling held up the opening of this stretch to regular tramway traffic until 6th November, 1966.

The arrival at the museum of salvaged rail from the former Mascot to Ascot Racecourse tramway on November 12th marked the conclusion of that successful venture. In this regard the museum records its appreciation to the Department of Civil Aviation for making this valuable material available.

With regard to the Potts Hill project; the Metropolitan Water Sewerage and Drainage Board has agreed to the Museum storing the rail and sleepers at the pumping station for up to twelve months until track extensions at Loftus reach a stage where this additional plant is required. This gesture has been welcomed by the Museum Board as the limited storage facilities at our Depot would have posed a problem had this large amount of material arrived at this stage.

On Sunday November 13th the old Miranda steam tramway waiting shed was moved to its permanent position on the Depot Yard tramway passenger platform and the floor area prepared to receive a concrete slab and footings.

MARK YOUR CALENDAR!

General meetings for 1967 will be held in St. Luke's Hall, 11 Stanmore Road, Enmore on the fourth Friday of February, April, June and August. An extra meeting will be held in October on a date to be advised. The Open Day and Annual Dinner has been tentatively set for Saturday, 9th December.

Our apologies to Peter Neve for not crediting him with the tour photo on page 7 of the October issue.

COVER PHOTO: Passengers alight from tour cars Y1 610 and PCC 980 to photograph progress of the Bridge rebuilding across the Marybyrnong River on 1st October. This photo was also used by the M.M.T.B. on the cover of the September-October issue of their house journal, "M.M.T.B. News". The Loftus destination sign has brought enquiries from mystified Victorians!

Photo: W. Parkinson

TROLLEY WIRE

New Series Vol. 8 No. 1

Issue No. 107

DECEMBER 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: R. I. MERCHANT

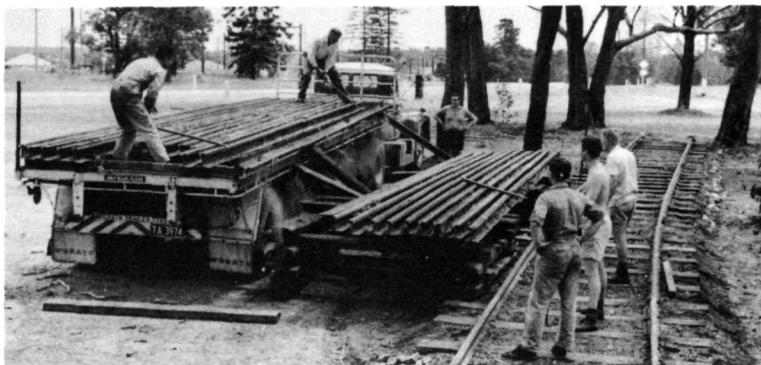
Subscription rate (for non-members):
\$1.75 per annum, post paid.

NEW MEMBERS

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

Peter Winspur 175

We cannot do everything at once, but we can do something at once.



Unloading Ascot rail at our northern railhead. The rail was later moved by hand trolley to our rail stack.

ELECTRICAL DEPARTMENT

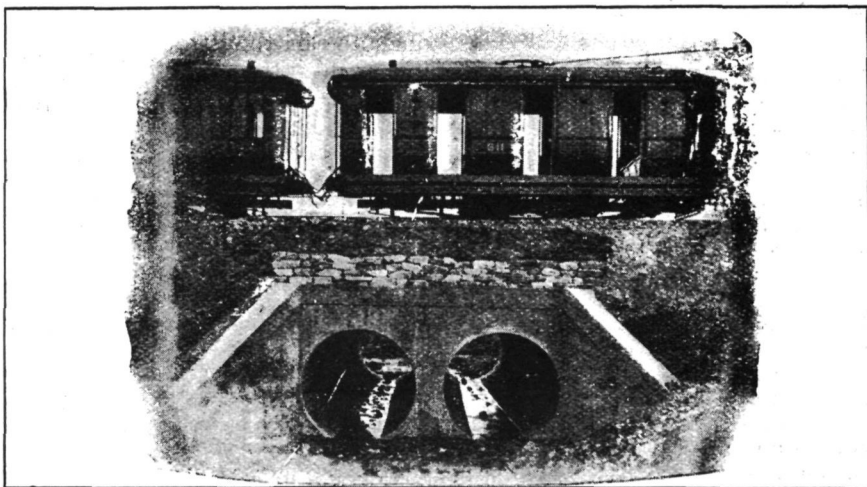
The overhead section worked hard on the heels of the track gang during the recent highway extension activity enabling electric vehicles to use the new trackage a short period after the rails were spiked to the sleepers. During November this group's labours have been directed at finer adjustment of the trolley wire and the fitting of additional span wires and pull-offs along the new construction.

On Saturday, 15th October, the former Ultimo Tram Depot became a hive of activity as the wire and overhead fittings were removed from over roads 11 and 12. Owned by the Museum of Applied Arts and Sciences, the depot has been leased as a bond store and the piles of crates and bales made the placement of ladders difficult. The two M.A.A.S. preserved tramcars, O class 805 and R class 1738, which are stored on road 12, made very useful platforms from which to work. At one stage a fork lift with a load of pallets was pressed into service as a work platform.

The Board records its thanks to the Museum of Applied Arts and Sciences, and particularly their Assistant Curator, Mr. M. Harwood, for donating this valuable addition to our rapidly diminishing stock of overhead supplies.



The Dodge tower wagon being used to paint the steel poles in the depot yard. Laurie Gordon is putting the finishing touches to the step on the rear of the vehicle.



Pipe culverts are not new to tramway constructions in N.S.W. The photo above is part of an advert in a July 1929 issue of "Building" and shows E cars 611 and 612 on a similar, but larger structure to the one recently completed at Loftus. K1296 is shown below crossing the Loftus culvert.



PLANNED ACTIVITIES FOR 1967

As reported in the August issue of this magazine, 1966 marked the first decade of our museum's activities in the Royal National Park... During December 1956 the twenty or so museum members were busily salvaging 600 feet of track from the long closed Yarra Junction to Matraville tramway in Sydney; the side walls of our original 120 ft. x 40 ft. depot building had been completed and the first 120 ft. length of track forming what is now road 4 of our depot had just been set in position.

The scene of rush and bustle was the same then as it is now. Whereas we are now placing the finishing touches to our double cab Dodge tower wagon, all our transportation tasks in 1956 fell on the "shoulders" of our old 1927 Chevrolet truck made from an old cut down touring car. We are now wiser and a little more sophisticated in our methods, but the zeal and faith needed to attain still greater successes is fortunately still present in our membership as it was ten years ago.

With these thoughts in mind the Museum Board records its sincere thanks for your co-operation in the past and wishes all members and readers a Merry Christmas and a New Year of success and attainment.

1967 should result in our museum project making further progress. The main aims adopted by the Board at the November Board Meeting can be listed as follows:-

1. Track extensions to be commenced beyond the present South Terminus, and, it is hoped, continued until our current stock pile of rails and sleepers is exhausted.
2. The connection of a 11 KV electricity supply with resulting increase in DC traction supply.
3. The completion of the new depot-workshop, and progress towards connecting roads "A" and "B" to the rest of the system.
4. Restoration and repainting of "P" car 1497 and "BCC" 180 and their entry into regular museum passenger service.
5. The salvaging of points and crossings required for planned trackwork expansion.
6. The publishing of "Century of N.S.W. Trams" Vol 2, the material for which should be ready for the printers during February, 1967.

CAR REPAINTING AND RESTORATION

At the time of going to press "N" 728 is receiving final "touching up" inside and out and will be ready to re-enter regular passenger service at the Open Afternoon on Saturday December 10th, after an interval of 17 years. This car's entry into museum service marks the conclusion of the first major restoration task carried out at Loftus. On arrival at the museum during March 1957, "N" 728 presented a sorry appearance; with rusted metalwork, missing seat backs, broken window glass, and faulty electrical equipment. Although several minor accessories will still have to be refitted to this tramcar, 728 should look almost as striking when it enters museum operation during December 1966, as it did 60 years ago, on April 4th 1906, when it first entered service for the New South Wales Government Tramways in Sydney.



Looking north in Glenferrie Road, Melbourne, during relaying work in September. The telephoto lens emphasises the rough alignment of the temporary track at left, making it look much more hazardous than it actually is.

Photo - Dick Jones

THE S.P.E.R. GOES SOUTH

It's not every day that you can stand in a Melbourne street and see a tram appear showing "Loftus" as its destination. But that's what 32 S.P.E.R. members and friends saw on Saturday 1st October as Y1 car 610 came up Spencer Street to start our first Victorian tram tour.

After arriving on the Southern Aurora and booking in at nearby hotels, tramcars Y1.610 and PCC.980 began our tour program with a run to West Maribyrnong, including an inspection of bridgeworks at Maribyrnong River, followed by a return to the city and a run along the East Coburg route and the single track Holden Street line to Preston Workshops. Here was to take place the first of several surprises organised for the weekend, for instead of continuing to East Preston, the tour cars were shunted into the workshops yard. By kind permission of the M.M.T.B., we were privileged to inspect the mock-up of the new cars being designed for Melbourne, and a most interesting but all too short period was spent in examining the car. Numerous questions were answered by our hosts, Mr. K. T. Hall, Works Manager, Mr. Howard Smith, Assistant Works Manager and Mr. John Scholtz, and our gratitude goes to these gentlemen for giving up their time on a Saturday to show us the mock-up.

By this time running rather late, an amended route was followed by cars Y.469 and 980 to bring us back to the city as soon as possible, via Holden Street and Lygon Street, and we disembarked at Flinders Street with only a few minutes to catch our special two-car swing-door electric train from Princes Bridge.



Our special two-car swing door suburban train near Upper Ferntree Gully.

Photo: W. Parkinson



Scrubber 11 and X2 676 at the top end of William Street on Saturday night, 1st October, 1966.

Photo: W. Parkinson

At 1.32 the horn blew (or should we say "croaked"?) and cars 8M and 57M accelerated smartly out of the platform, bound for Belgrave. Our driver was Lloyd Rogers, a member of the board of our kindred group the Tramway Museum Society of Victoria; some of our passengers, unaware of Lloyd's identity, were surprised to find that "the driver seemed to know a lot about trams". 8M is the oldest electric car in Melbourne and is thought to be the oldest passenger rail vehicle in Australia; it was built in 1887.

On arrival at Belgrave, we transferred to "Puffing Billy", the ex-Mt. Lyell V.I.P. car NBL.1 being specially attached to carry our party. P.B.P.S. President Lon Wymond welcomed us aboard and gave an informative and amusing commentary as we steamed on our way. A quick inspection of the museum at Menzies Creek was followed by the last leg up to Emerald, and a return to Belgrave.

From here we were to travel by regular train to Upper Fern Tree Gully, and the V.R. kindly arranged for the train to include two of the new trailer cars with gangway connections. The layout of these cars, which have only two doors per side, was the subject of some mixed comments. At "Upper Gully" our two-car special was waiting, and after an almost non-stop run we reached Spencer Street soon after 6 p.m.

The third tour for Saturday started at South Melbourne Depot at 9.00 p.m. Another surprise was in store, for one of the cars for the tour was service car No. 11, formerly Sydney scrubber 139 "S" and originally "K" 797. Word of No. 11's appearance had spread during the day in Melbourne, and local support for the tour was surprising in view of the late hour and the threatening weather. On its first revenue run since 1949, No. 11 accompanied by X2.676, set out via Sturt Street to Princes Bridge. Here a remarkable sight was that of an M.M.T.B. inspector, valiantly trying to move a concrete mixer blocking our path, who ended up hanging by his arms from its handles.

Occasional rain did not prevent some rewarding stops for time and flash photography, notably in the depot yard at Malvern and in Dandenong Road. On the first tour by a service car in Melbourne, No. 11 proved very popular, a complete lack of seats notwithstanding, and it was a satisfied group who returned to their hotels in the city around 11 p.m.

Sunday morning was very wet, but this did not prevent over 300 passengers, including ourselves, from boarding the Vintage Train at Flinders Street. Steam engine R.769 was at the head end and an interesting run was to follow. After stalling on the grade out of Bacchus Marsh, the train set back and made a magnificent run at the hill, only to meet a ganger's trolley coming the other way. The ganger jumped clear and was luckily unhurt but the trolley was a complete write-off. Back we went again



Our special railmotor at Kangaroo Flat en route to Bendigo on 3rd October, 1966.

Photo: Dave Rawlings

and after running through Bacchus Marsh five times, finally climbed the grade without trouble.

On arrival at Ballarat, a convoy of seven bogie cars and one single trucker was waiting to take passengers to the Gardens. It was necessary to space the procession out considerably to ease the load on the power supply, a reminder of conditions at Loftus. On reaching the Gardens the other cars returned to the depot while Nos. 21 and 37, chartered jointly by ourselves and the Association of Railway Enthusiasts, set out after lunch on independent tours. After a depot inspection under the guidance of the Depot Foreman, Mr. Irvine, we covered virtually the whole system, despite some changes of plan due to late running.

Finally R.769 whistled its way out of Ballarat and by 6.30 p.m. after a fast and uneventful run we were back in Melbourne. The weather was a little disappointing on this day, especially for those on their first visit to Ballarat, but the eight-car convoy was a sight to see, while continuing overhaul work at the depot was very encouraging. Sunday night was marked only by a sudden rise in revenue on a certain tram to St. Kilda before we retired for the night.

7.55 a.m. on Monday saw us leaving Spencer Street in RM.62, our special diesel-electric rail motor. Slow on hills but very smooth riding, this comfortable vehicle brought us to Bendigo at 10.35 a.m., with two photo stops included. Birney car 28 was soon in sight, together with Inspector Basil Miller, a familiar figure to those who had been on earlier tours in Bendigo. No. 28 ran to Quarry Hill, Eaglehawk and then to Golden Square before heading for the depot, where once again we inspected overhaul work in progress and Kem Makepiece fielded many questions.

At this point our last surprise for the weekend eventuated, for on the last stage of the tour, to North Bendigo, not one or two but all four of the Birney cars were operated in procession. It was a great sight to see Australia's entire Birney car fleet running together, and it made good filming for an ABC-TV camera-crew who were most intrigued by the proceedings. After a pause at North Bendigo the four cars returned to the depot, with General Manager Bob Merchant being interviewed for TV in car 28 on the move.

From the depot we returned, with one car only, to the station and RM.62 was soon on its way back to

Melbourne. A diesel loco in trouble ahead caused a slight delay, but there was still time on arrival to hurry across the city to visit the Model Dockyard. Peter Duckett had quite a busy half hour and we watched with interest the uncrating of HO gauge Beyer-Garatts from Japan.

At 8.00 p.m. the Aurora pulled out from Spencer Street and Melbourne receded into the distance. It had been a weekend of contrasts - we had seen old and new in tramways and both steam and electric railways. Although sometimes short of time, we had covered the provincial tramways more than adequately and had seen some highlights on the M.M.T.B. system, while the Victorian Railways had also provided much interest.

We owe our thanks to many officers in the various transport authorities involved with this tour who met our requests with full co-operation, and also must record the efforts of Melbourne members Eldon Hogan and John Hearsch, who carried out very effective local liaison work on our behalf.

Next year we hope to go back to Brisbane; want to join in another swinging S.P.E.R. weekend?



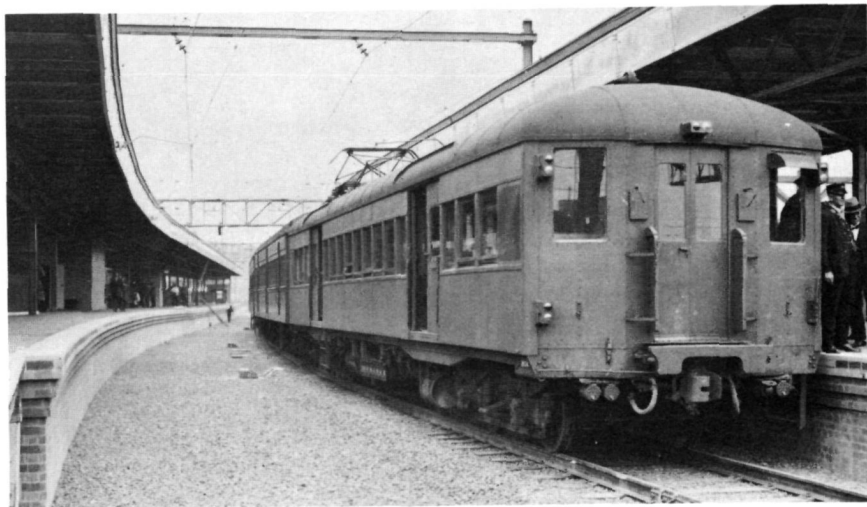
Four of the eight trams waiting at Ballarat station to move our party and vintage train passengers to the Gardens for lunch.

Photo: M. Giddey



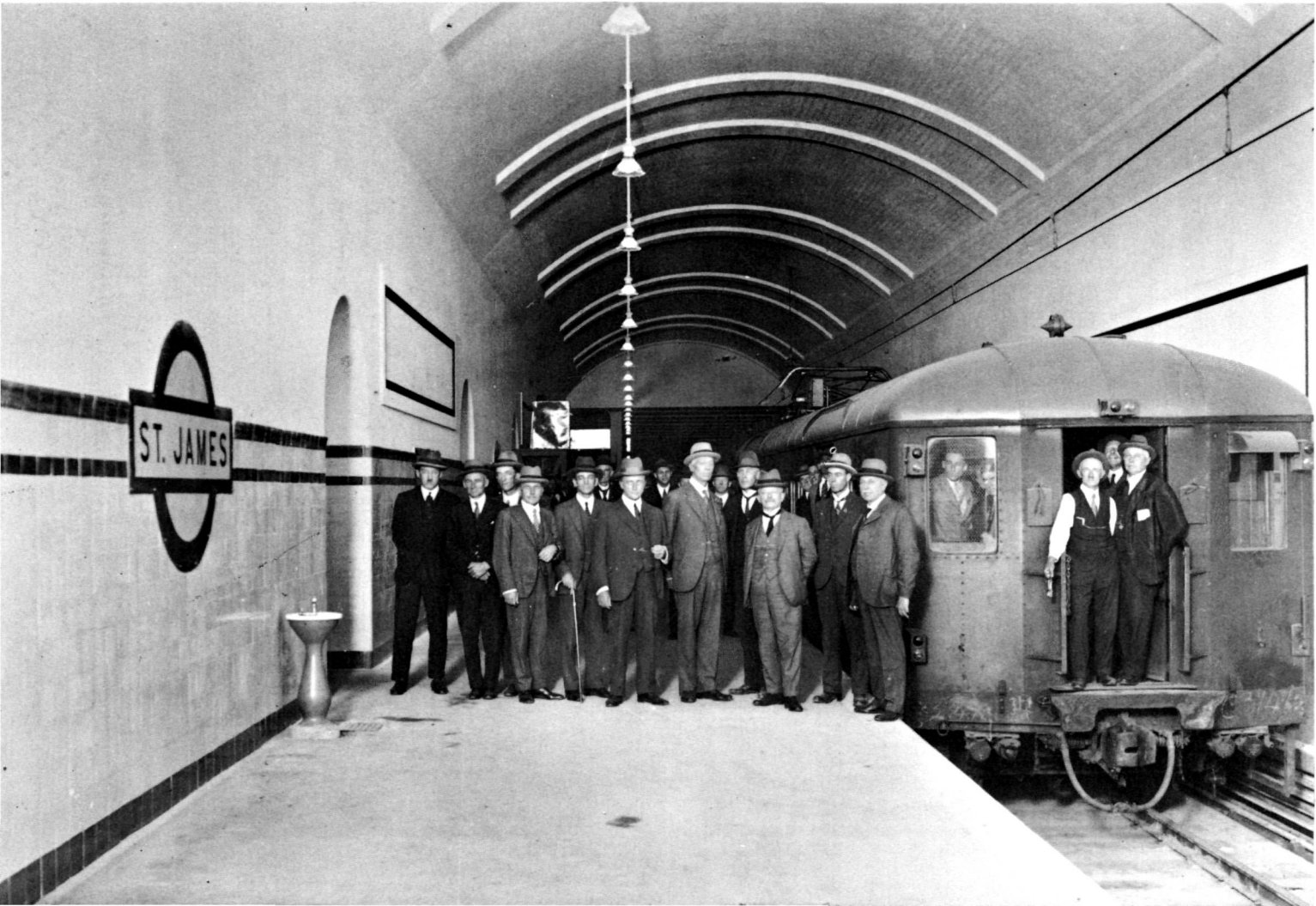
A six car test train leaving Central for St. James on 9th October, 1926. The P class tram is entering Elizabeth Street from Eddy Avenue.

Photo: Courtesy N.S.W.R.



Test train standing in what was to become number 21 platform, Central on 1st October, 1926.

Photo: Courtesy N.S.W.R.



CITY RAILWAY ANNIVERSARY - FORTY YEARS OF SERVICE

Forty years ago, on Monday 20th December, 1926, Sydney's - indeed Australia's - first underground railway opened for service with the extension of the suburban network through Central to Museum and St. James, a distance of 79 chains.

Suburban electrification was proceeding rapidly, regular electric service having commenced only a brief ten months before between Central and Oatley, 11 miles to the south. By August, electrification had been extended a further 4 miles to Sutherland while the line to Bankstown was ready on 24th October. On 1st, and again on 9th October, trial runs were made from Central over the new underground tracks. The Railway Commissioners and other officials inspected the new line by special four car train on 9th December.

First stage of a planned underground network, Museum and St. James remained the only underground stations until regular services commenced to Town Hall and Wynyard on 28th February, 1932. These two stations were connected to the North Shore line with the opening of the Sydney Harbour Bridge on 20th March, 1932. However, it was not until 1956 that the city loop was completed from Wynyard to St. James via Circular Quay.

Two other underground stations planned at this time have since been forgotten; they were to have been under O'Connell Street and in Pitt Street between King and Market Streets. Work on the Eastern Suburbs Railway has seen two more underground stations commenced, those under Martin Place and Chalmers Street. If present plans materialise, trains will one day run through these two stations.

To commemorate the anniversary of the opening of the underground, we reproduce here a report of that first morning forty years ago as seen through the eyes of a reporter with the Sydney "Sun" newspaper.

OPPOSITE: Railway officials inspected the new underground railway to St. James by special four car train, on 9th December, 1926. Names (left to right):- Messrs. E. L. Walton (Assistant Engineer), J. M. Telfer (Supervising Engineer of Overhead Lines), J. P. Fahey (Assistant Engineer, Signals), W. F. Barton (Chief Assistant Signal Engineer), W. H. Myers (Chief Electrical Engineer), O. W. Brain, (Assistant Commissioner), J. Fraser (Chief Commissioner) A. Humphreys (Resident Engineer), Dr. J. J. C. Bradfield (Chief Engineer, Metropolitan Railway Construction), Messrs. K. Fraser (Resident Engineer) W. Farrow (Supervisor of Construction; City Railway).

Photo: Courtesy N.S.W.R.

UNDER OUR FEET

CITY RAILWAY WAKES UP

NEW ERA BEGUN

TRAINS RUNNING WITHOUT A HITCH

Fifteen thousand people under the earth—

Tread softly over Bathurst-street and Market-street to-day, for you are walking over human flesh. Forty feet below, there are fair young creatures powdering their noses, and fat old gentlemen pulling out their watches, and countless, roaring galleries of buried life.

The underground has awakened.

By 9 o'clock this morning, 40 electric trains had gone thundering under Sydney, as smoothly and as casually as if the service had been running for five years.

FAR down below the roots of the tallest fig-tree in Hyde Park, a strange new breathing world glittered with light and movement this morning. And for the first time in history, train-load after train-load of travellers came thundering to town under Sydney's feet.

With one great roar, the underground railway woke to life. For months it has lain there silent and lonely, its great halls empty its gold and glass and chandeliers deserted, like the dead castle of the Sleeping Beauty.

To-day it stirred, tossed with an uneasy rumble, and roared into a tumult that will never end whilst Sydney is a city. In a twinkling, the long white corridors were filled with human beings. The noise of bells and whistles, the harsh music of trains, the cries of the ticket-collectors, floated out into the buried air, and eddied up the tunnels into daylight. A city was moving underground.

Past Central!

For one mad moment, as the suburban trains moved past the Central Station, it seemed as if their drivers had taken it into their heads to plough down Pitt-street. For years on end these travellers had been used to surging down the platforms at the Central. Now, with smiles of childish pleasure, they kept their seats. The fantastic thing was true. They were going to ride in trains through the city!

High up in the air, at the top of the great stone wall, the trains rattled out of Central. With a dramatic plunge they dived suddenly into the earth. And with shy beams, trying to look as if they had been doing it all their lives, their passengers gazed out of the windows at a landscape of cement.

Twopenny Adventure

A few craven souls, unwilling to risk this great adventure, got off at

the Central Station, and made sure of getting to work at the right time on their faithful and trusty trams. But these were only two in a thousand. Sydney, coming in by the Illawarra line, welcomed the new thrill with quivering pleasure.

Almost before anybody had finished analysing the sensation the trains pulled up at the Museum station. Few people alighted. They were determined to have their twopenn'orth of adventure, even if it meant walking back a block. So the delighted thousands streamed up the gilt and green platforms of St. James's.

A swarm of overwrought office-boys lingered at the stairways, reluctant to depart. Crowds of incredulous travellers roamed up and down the corridors, peering at every tile with a touched, yokel gaze. And at a little wooden box, like the booth of some fun-city, people bought hickets for another ride. There were whole parties travelling to and fro like this for the sheer pleasure of the thing.

The Biggest Thrill

The trains came and went with astonishing rapidity. Every moment they

sounded the harsh, mooring whistle of the siren, the jangle of bells in the compartments, and the grating thunder of the wheels.

Sydney seemed to have learnt all the rules without effort. Here and there, in the carriages, hopeful travellers could be noticed, standing expectantly at the doors on the wrong side. But it didn't take them long to discover the glittering green and white of the platform on the other side.

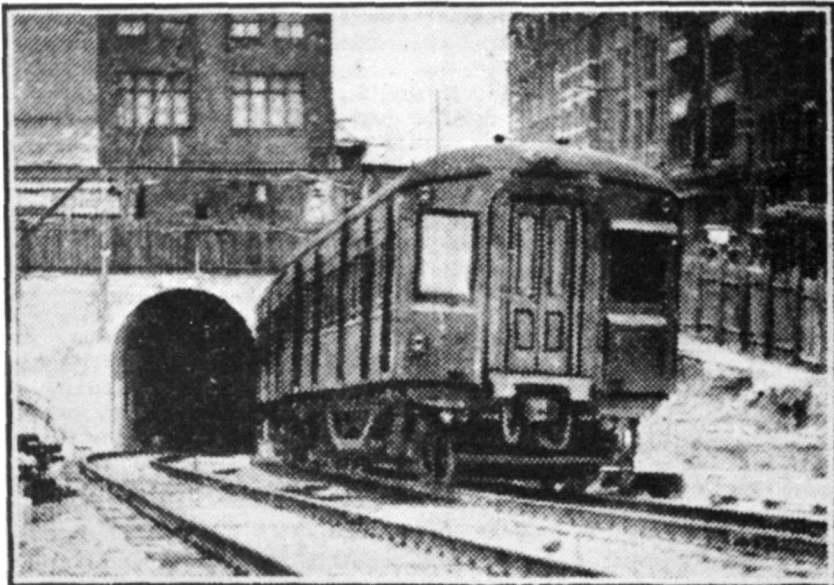
The cloak-room at St. James was already in full blast at 9 a.m. It contained 5 kitbags, 15 overcoats, a pot-plant, and several brown-paper parcels.

Lines of public telephones were also in readiness. Workmen were busy making newspaper-stalls. There were a few lonely posters in place along the walls.

Sydney is looking forward tremulously to the great adventure going home to-night. Soon, of course, the whole city will be travelling underground, with faded, weary eyes, and scarcely with a glance from its newspapers.

But to-day it's the biggest thrill for twopence in the whole of Australia.

Why go on the flying-boats when you can walk down to St. James?



UNDER MOUNTAINS OF CONCRETE.—One of the earliest trains on the City Railway to-day emerging from the tunnel that leads from Museum Station at Liverpool-street.

MELBOURNE NOTES

The oldest scrubber car in the M.M.T.B.'s service stock fleet, No. 5, was scrapped during November. With boxlike cabs and a length of only 19'6", this car was one of the quaintest on the Melbourne system. It was converted to a scrubber car in 1932 although it had performed some other non-passenger function since pre-M.M.T.B. days, having originally entered service under the ownership of the Melbourne, Brunswick and Coburg Tramways Trust. It had been stored out of service at Malvern Depot for several years before being taken to Preston Workshops to meet its fate.

An unconfirmed report suggests that parts from No. 5 may be used to equip a new scrubber car to be built using the underframe and electrical equipment from a former "W2" class passenger car.

EUROPEAN FEATURES FOR MELBOURNE'S NEW CARS

Melbourne's new tramcars, for which the specification is now complete, will provide passengers with a totally "new look" in street transportation. Showing strongly the influence of European design in their general appearance, the new cars will introduce to Australia the radical concept (for this country) of a seated conductor, which provides controlled and orderly passenger movement together with the virtual elimination of fare evasion.

50 feet or more in length, the cars will be of double ended eight wheel design and will be able to run anywhere on the system without restriction. The precise length will depend on tenderers' submissions. Clearance problems due to the increased length are overcome by tapering the ends of the car, a design feature well known in Sydney and Brisbane, as well as overseas, but not hitherto used in Melbourne. Aisle width and body width are both greater than present cars, although there will be a 3" reduction in maximum width, to 8'9", achieved by housing the steps inside the car body instead of having external running boards.

The cars will have four inward-hinging folding doors, each five feet in width. Two are located on each side, one giving access to the front platform and the other approximately two thirds of the way towards the rear of the car. The "centre" doors are thus not opposite each other but are staggered.

Straight sill construction is utilised and emphasis is laid on low floor height above the pavement.

Internal bulkheads are absent and the seats are in fixed groups of four: this arrangement avoids passengers having to sit beside window pillars and simplifies cleaning. Additional folding seats are provided on each platform, and opposite the conductor's position, for use when the end concerned is operating trailing.

Miscellaneous features include external flashing light indicators to warn motorists of turning movements and dual head and tail lamps. Interior lighting will of course be fluorescent. Current collection will be by trolley pole and trolley retrievers will be fitted; the cars will not be equipped for coupled operation.

Let's take a ride on one of the new cars and look at some of the features as seen by the passengers. We're standing in Elizabeth Street as car 1078 approaches, bound for North Coburg, the route number 19 showing in the built-in indicator above the destination sign. As the car glides to a halt we admire the new colour scheme which sets it apart from the older stock, and enter through the wide door at the front. We notice that people leaving the car must do so at the rear door so that there is no waiting for passengers to alight.

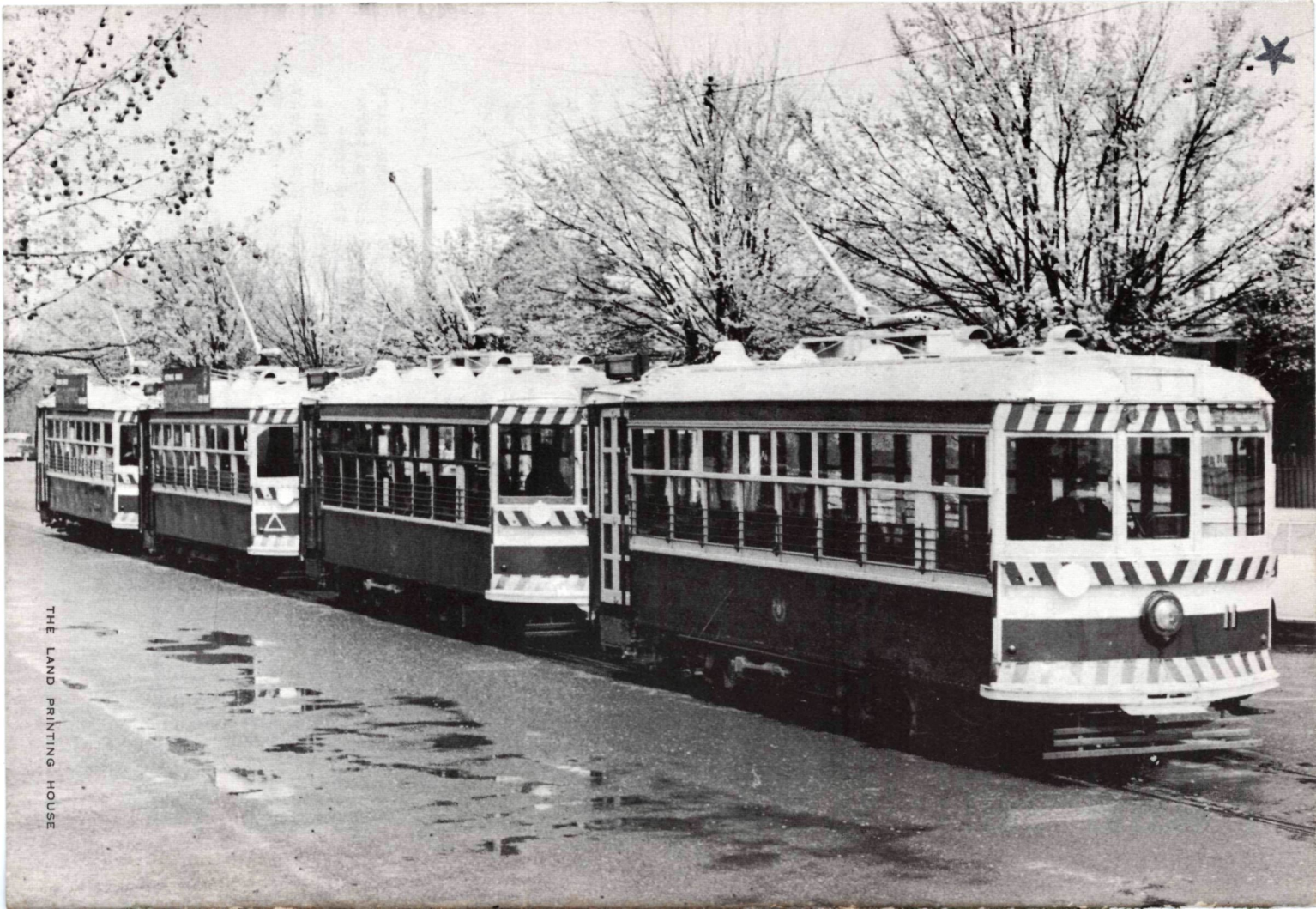
As we face the rear of the car the conductor is seated just on our right, with his cash desk and ticket issuing machine; after paying our fares we move towards the rear of the car and place our parcels in the racks provided before sitting down. A large window almost five feet wide serves each group of four seats and we can relax and watch the traffic in comfort. The ride is faster, smoother and quieter than we have been used to and all too soon the journey is over. We alight from the door towards the rear of the car, and with hardly a sound No. 1078 moves off to continue its journey.

* * * * *

These notes describe various features of the cars as proposed at present; it should be realised that alterations are possible or indeed likely by the time the construction stage is reached. The building of the cars has been deferred owing to a shortage of funds but we sincerely hope that a more prosperous season following the drought may see money allocated for their purchase.

BACK COVER: Bendigo Birney cars 11, 30, 29 and 28 in Arnold Street before travelling in convoy to North Bendigo with the museum tour party on 3rd October.

Photo: W. Parkinson



THE LAND PRINTING HOUSE