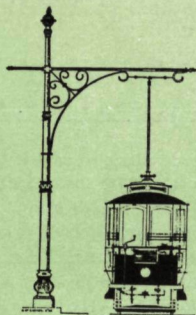


# TROLLEY WIRE

Magazine of the  
SOUTH PACIFIC ELECTRIC RAILWAY

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

TWENTY FIVE CENTS



FEBRUARY 1967



CHAIRMAN RETIRES

On 8th December, 1966 the Board accepted with regret the retirement of the Chairman of the Board of Directors, Ken McCarthy. Ken's retirement is due to the increasing demands his position with the Department of Education is making on his time. The Board appointed Dick Clarke as the new Chairman with Bill Tuffnell filling the position of Assistant Secretary (Minutes) made vacant by Dick's appointment.

Ken McCarthy is one of the Museum's four foundation members and was responsible for naming and editing the original series of "Trolley Wire". This series ceased publication in 1955 when Ken was transferred to north western N.S.W. Ken returned to Museum activities after obtaining a post near Wollongong and was elected to the Board in 1960. He was appointed Chairman in 1963.

Although his participation in work at the Museum will be restricted, Ken is hoping that he will be able to spend more time on the publishing side of the Museum's activities and is at present obtaining quotes for the publication of Volume two of "A Century of N.S.W. Tramcars".

"N" 728 RE-ENTERS SERVICE

N car 728 re-entered service at Loftus at 2.40 p.m. on Saturday, 10th December, 1966 after being out of passenger service since 1948.

The sixty year old electric car commenced its new life on the annual Members' Open Day when Councillor R. D. Harrison, Deputy President of the Sutherland Shire Council and President of the Shire Historical Society, drove 728 through a paper wall and, with a capacity load, operated the tramcar for one return trip along the Museum's main line. Passengers on this occasion were our guests from the Sutherland Shire Historical Society and the Historic Commercial Vehicles Association of Australia.

728 entered service on 4th April, 1906 and was best known in the western suburbs on the Darling Street Wharf to Canterbury line and, during its twilight period, on the Drummoyne to Railway Square via Forest Lodge working. This N car was one of five which escaped the scrapping programme of 1949 when the remaining vehicles of this class were withdrawn from service to make room for the O class cars returning to the main system from the closed isolated Enfield lines.

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COVER PHOTO: Ken McCarthy drives 99u along the highway extension in preparation for some overhead adjustment prior to the line being opened for passenger traffic.

# TROLLEY WIRE

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Editor: R. I. MERCHANT

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## NEW MEMBERS

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

Graeme Cleak	176
Barry Cox	177

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Our deeds determine us, as much as we, determine our deeds.

- George Eliot

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These five cars became driver instruction cars attached to Dowling Street Depot.

With the withdrawal of N cars from this, their last role, 728 was selected for preservation, being officially donated to our Society on 19th June, 1953. Three months later, on 17th September, 728 joined the other vehicles of the Museum's embryo fleet at Newtown Depot. On this day also, R1 class car 2087 entered service on the Sydney tramways being the last new tram commissioned by the doomed undertaking.

After various contretemps car 728 entered the Museum's depot at Loftus on 18th March, 1957.

Unfortunately N 728 was received in a thoroughly decrepit condition mechanically, electrically and structurally .... Not until 16th May, 1965 was it possible to conduct electrical tests, but with these successfully concluded the way was clear to carry out the major restoration task, the fruits of which can be seen every Sunday at Loftus.

YARD ACTIVITIES

A fortnight-long carters' strike delayed the pouring of ready-mixed concrete for the waiting shed floor and meal room-workshop foundations until 3rd December, 1966. The cost of this concrete was covered by donations from members of the museum work force thus saving themselves valuable time and some backbreaking labour! On the following day the platform around the waiting shed was surfaced with red gravel, scrounged from a former road metal dump found in the bush, in preparation for the open day.

Our water supply has been extended from the tap near the signal box across the yard tracks to a position near the tramway platform. An underground domestic power line has been installed from the signal box to the waiting shed and this line will also be connected to the S.M.C. lamp standard when erection of this is completed.

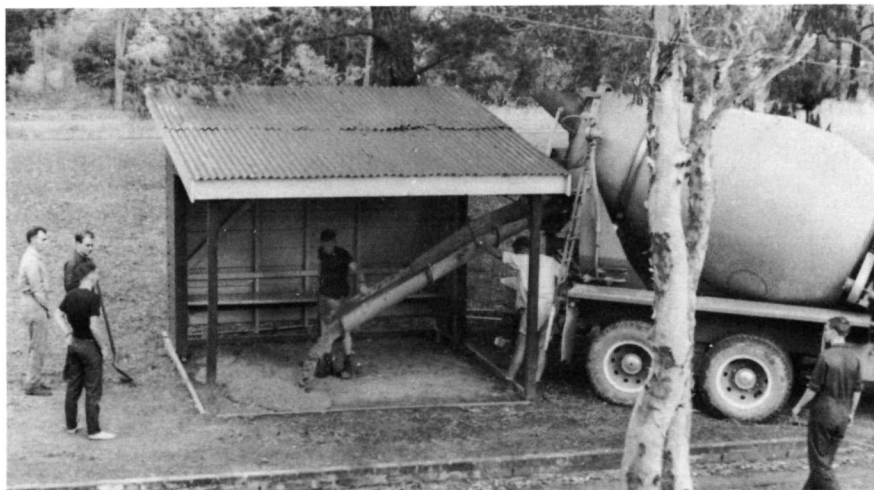
11 K.V. POWER TO BE CONNECTED

Negotiations have been completed with the Sydney County Council for the connection of high voltage power. The Council has agreed to supply the Museum with 11,000 volt power at restricted hours rate and extend their 11 K.V. main to our substation.

The S.C.C. line crosses over railway and highway near Loftus Station and runs north towards Sutherland. The 550 yards from this line to the museum will utilise the Departments of Main Roads and Motor Transport power poles erected in 1965 to serve the traffic lights at the Highway junction. These Departments have agreed to the S.C.C. extending their poles to carry our power line. The extension of this power line will be at our expense and costs have been estimated at \$1610.

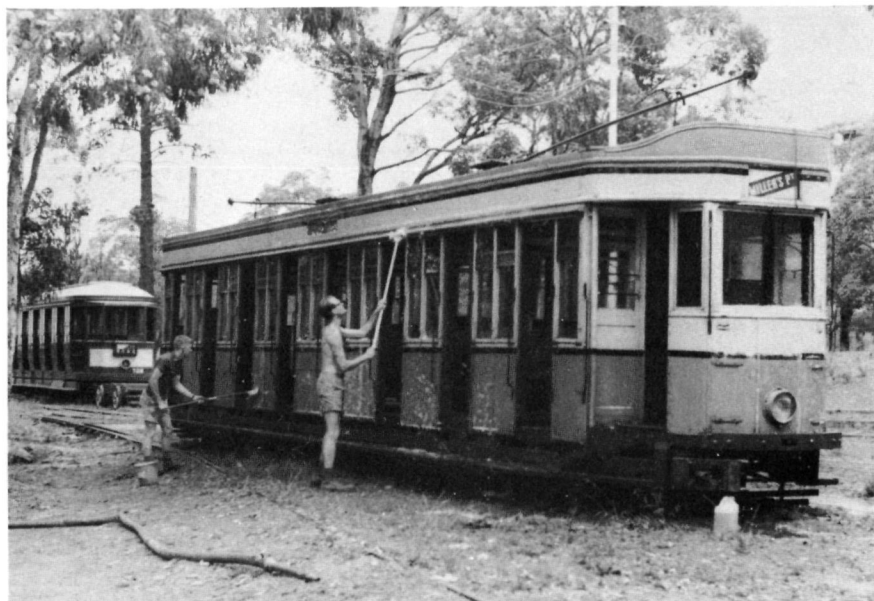
Present labours are being directed towards the connection of the high voltage switch gear and transformers in our substation yard, the erection of a chain wire fence to replace the present paling one, and the leveling and clearing of the yard area. This work must be completed before the S.C.C. will connect the 11 K.V. line and we hope to have the substation area ready by the end of March.

Immediate benefits will be an increase in D.C. traction current following the installation of another M.G. set, resulting in improved operation of our larger cars and enabling more than one car, including multiple-unit sets to be operated at the one time. Ultimately the rotary converter and its associated equipment will be connected and the M.G. sets maintained for standby purposes.



Ready mixed concrete being poured in the waiting shed on Saturday, 3rd December.

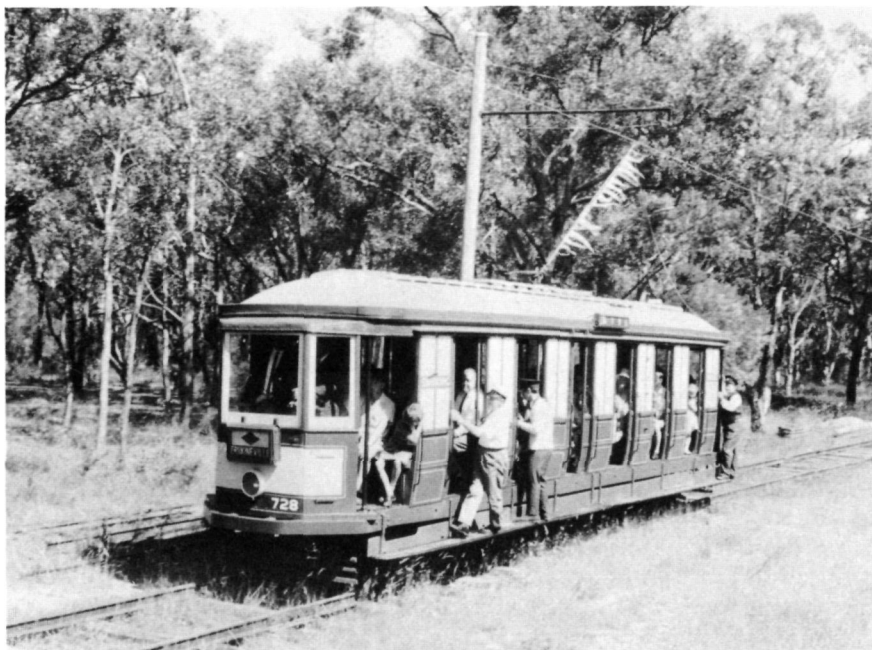
Photo: Bill Parkinson



P car 1497 receives a thorough washing from two of the Museums' three working Bobs, Cowing and Merchant, in preparation for the Open Day.

Photo: Bill Parkinson





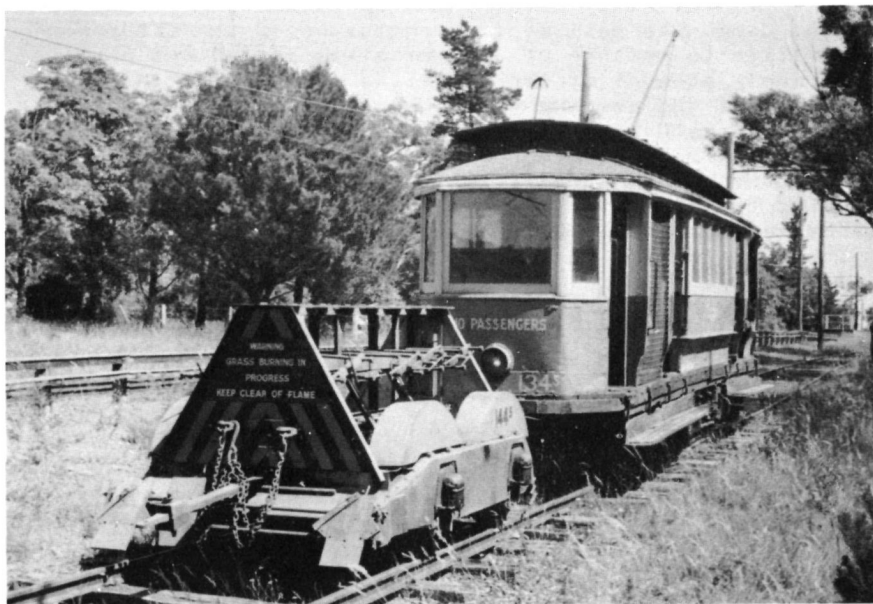
N 728 on its official first journey with Councillor Harrison at the controls.

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#### OPEN DAY REPORT

Almost 200 people were present at the Museum on 10th December for the Annual Open Day, to not only witness the re-entry of N class car 728 into service, but to photograph, ride in, and observe all the pieces of museum rolling stock which can turn a wheel. Highlights of the day included "drivers instruction" in an ex-Government, Sydney double decker bus of pre-war vintage; rides on a 1927 Albion truck restored by Vic Hayes of the Historic Commercial Vehicle Association; regular tram operation along the new main line extension past the Depot yard to Princes Highway, and the running of scrubber car 134s (D 102) hauling weed burner trailer 144s.

Our steam tram waiting shed, together with the partially erected Sydney Municipal Council lamp standard, drew favourable comments from our visitors, particularly when they learnt that these items are only the first of many which, we hope, will form a "tramway street" in that area of our Museum.



Scrubber 134s propels weedburner 144s down to the terminus on 10th December.



The 1925 Albion truck and pre-war double decker in the Museum parking area.

Photo: J. McCarthy

Over sixty members and friends moved to the Loftus Community Hall at the conclusion of the afternoon activities to partake of the Christmas spread and hear the Chairman's account of the Society's progress during 1966. The rest of the evening was devoted to film entertainment. The most remarkable screening proved to be a sneak preview of a twenty minute film, prepared for T.V. by former Channel 10 cameraman Tony Buckley, which depicted the rise and decline of the Sydney tramways between 1861 and 1961, and the later metamorphosis of fragments of those days in both the Loftus and Parramatta tramway museums.

Our thanks are extended to Vic Solomons, Dick Clarke, Jim Powe and Barry Tooker for making the evening such an outstanding success

#### ANNUAL GENERAL MEETING

The eighth annual meeting of the South Pacific Electric Railway Co-operative Society Limited will be held in St. Luke's Hall, 11 Stanmore Road, Enmore at 8 p.m. on Friday, 23rd June, 1967.

Notice is hereby given to all shareholders to be in attendance in order to participate in the election of directors for the next two years. Any shareholder wishing to stand for election to the position of director should satisfy the following requirements:

1. He must be a financial member.
2. He must lodge his nomination, bearing his own signature as well as those of a nominator and seconder (both of whom must be financial members) with the Secretary at Box 103 G.P.O. Sydney by Friday, 2nd June, 1967.
3. Those nominating for election, as well as the nominator and seconder, must be 21 years of age or over on 2nd June, 1967.
4. Shareholders nominated must be prepared to stand for any position on the Board.

The directors retiring in accordance with the rules of the Society are Messrs. R. Merchant, B. Parle, C. Rhodes and V. Solomons, all of whom offer themselves for re-election.

V. SOLOMONS, Secretary





National Park, a popular pleasure spot for hikers and picnickers, was ready for regular electric trains on 20th December, 1926. Above, four trains stand at the station in the late twenties as picnickers join the open coaches for the run to Audley. Below, the Royal National Park station as it is today. National Park became The Royal National Park in 1953.



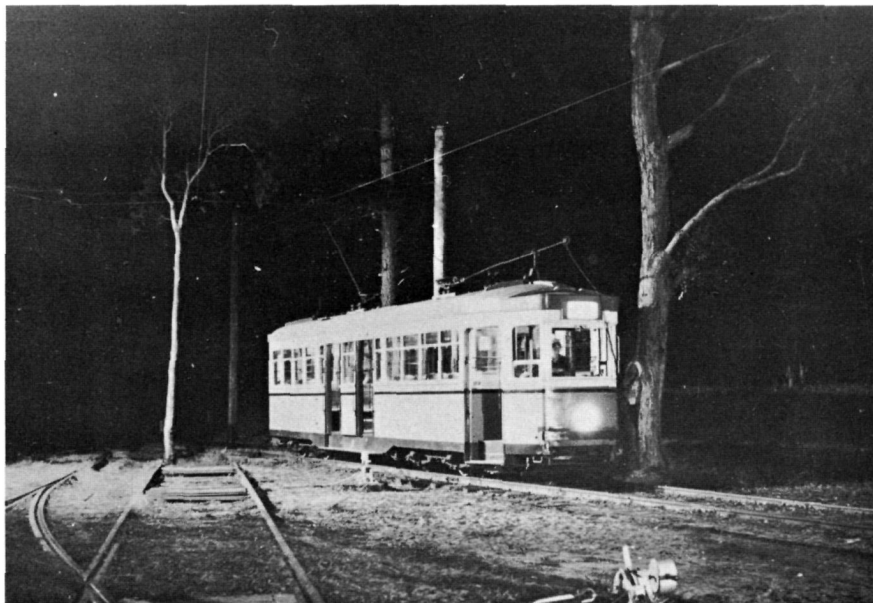
U.S. MUSEUMS COMMENCE OPERATIONS

During 1966 two more trolley museums in the United States commenced electric operation.

The Bay Area Electric Railroad Association commenced operations on 23rd January, 1966 at their museum at Rio Vista Junction in Solano County, California. Former Key System car 271, a deck roof interurban originally owned by Lehigh Valley Traction, had the honour of making the first run over the 1000 feet of track owned by Bay Area.

At 11.27 a.m. on 17th July, 1966 Illinois Terminal lightweight car 415, built by the St. Louis Car Co., in 1924 for the Chicago, Ottawa and Peoria Railway, made the first run at the Illinois Railway Museum at Union, Illinois. Car 415 was purchased by the museum from the Illinois Terminal Railroad Co., in August, 1956 and was one of the last three lightweight cars operated by the I.T.R.R.

From "Railroad" and "Rail and Wire"



Working members gain experience in driving the Museum's fleet in the evenings after completion of the day's work. R 1740 is passing the yard on its way to the Princes Highway with Russell Willis at the controls.

## ROCKHAMPTON TRAMWAYS.



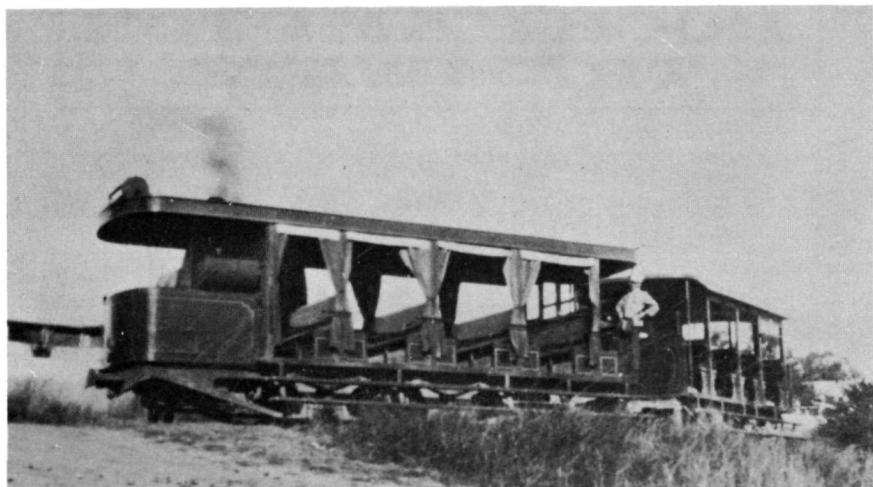
Before a flag-draped floral arch with a ribbon across the track, the Premier of Queensland, the Hon. W. Kidson, declares the Rockhampton tramway open for traffic.

Photo: "Town and Country Journal"

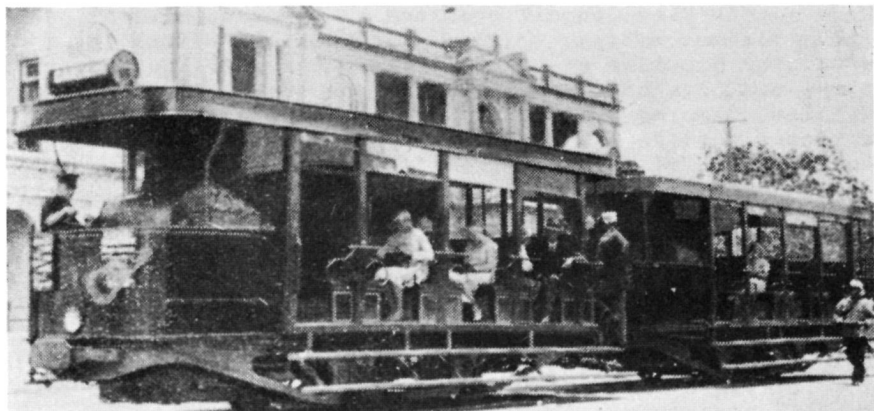
### ROCKHAMPTON CITY TRAMWAYS

Between 15th June, 1909 and 24th June, 1939 the Rockhampton City Council operated an interesting 3'6" gauge steam tramway system, which, at its maximum extent, operated over  $6\frac{1}{2}$  miles of track. The nucleus of the network consisted of a belt, or circular line traversing East, William, Canning and Archer Streets, double track being in evidence for the entire length of East Street and along half of William Street. Four lines serving the Dawson Road, Gardens, Wandal and Showground areas reached out from the belt line.

All rolling stock was of the four wheel open cross bench type. The self-propelled units (numbered 1-9) were single ended and the underfloor steam engine transmitted motion to the wheels through sprocket chains. Steam was provided by a front platform mounted boiler which could only be fired by the driver standing on the road with the vehicle stationary. Six trailers, numbered 10 to 15, entered service hauled by the self propelled cars as traffic demanded. The original four power cars, on which the subsequent stock was patterned, were the products of V. Purrey of Bordeaux, France.



Steam car and trailer on one of the suburban balloon loops.  
Photo: Ken Magor Collection



Two steam trams standing in East Street outside the Rockhampton Post Office.

Photo: Courtesy "Truck and Bus Transportation"

In later years the offside of cars 4, 5, 7 and 9 were enclosed to waist height thus preventing wrong side loading. Seven of the cross benches were affected; the eighth seat, on the rear platform, remained open on both sides.

Two unusual safety features were evident on the tramway. The steam cars carried a large painted "V" on the front apron and an inverted "V" at the rear. If a driver saw a "V" in front of him he knew that a collision was imminent, but an inverted "V" ahead indicated all was safe as the tram in front would be travelling in the same direction. To provide a safe boarding place for passengers, Brisbane type safety zones were located along busy East Street.

Because of the awkward single-ended arrangement of the cars, all routes were through worked, although the services nominally commenced at the Rockhampton Post Office. Most junctions were triangular and all terminals were furnished with tight radius balloon loops.

Replaced by buses on the eve of World War II, the trams remained in store at the Canning Street Depot for several years while recent reports show much track still in position. Following disposal, much tramway equipment continued to give service as drive units in the Mount Morgan mining district while one or more chasses are believed to have been converted to light railway trucks on local sidings.



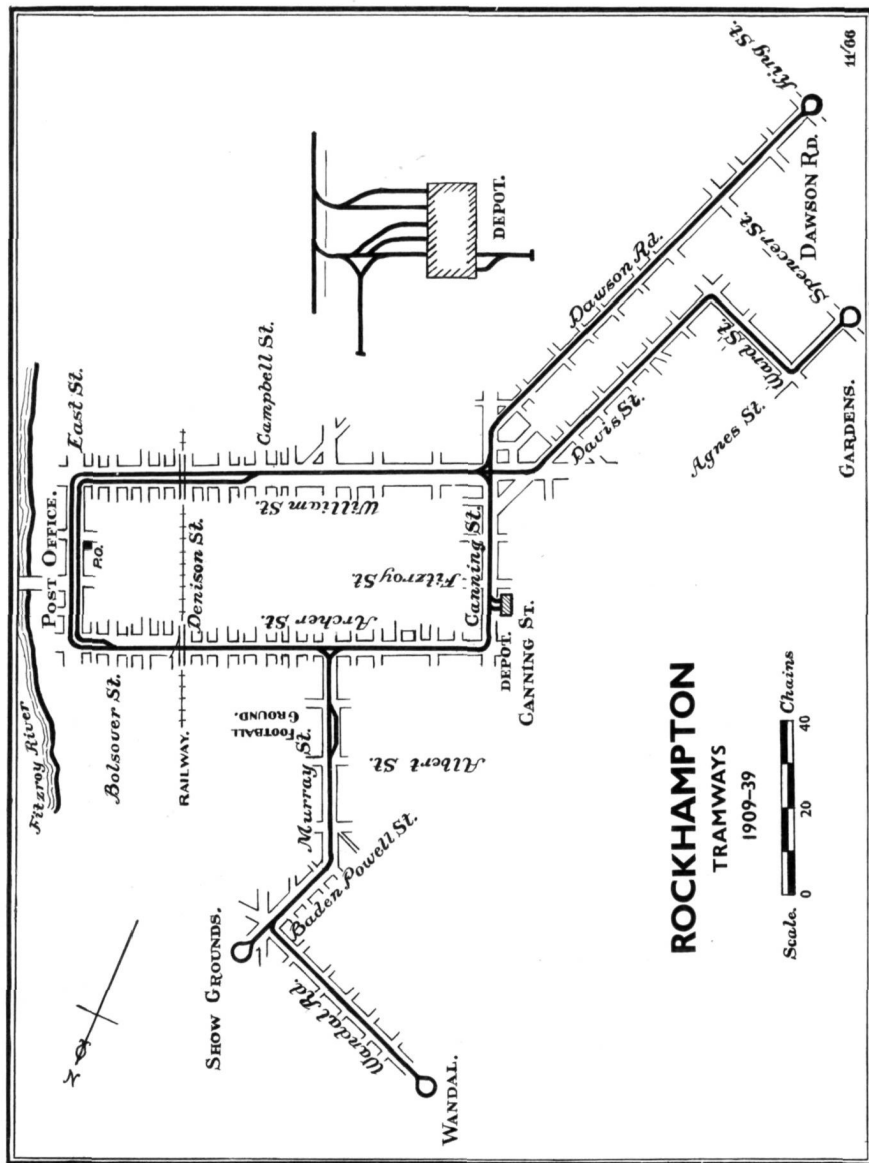
Three trams in East Street. Note the Brisbane type safety zone beside number 8, which is bound for Canning Street.

From old postcard courtesy Ken Magor



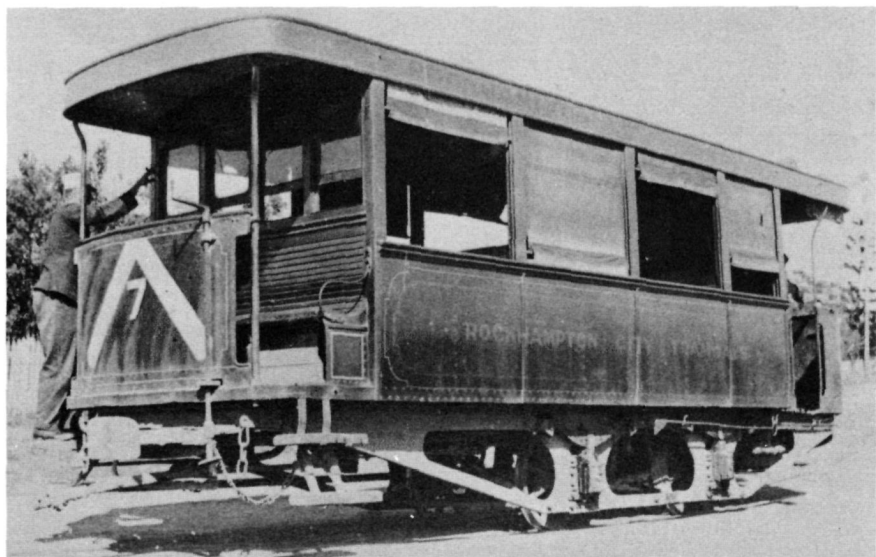
Sketch map of the Rockhampton Tramways, Queensland, at their maximum extent.

- From information supplied by Jim Powe





Steam car number 5 and trailer in East Street, Rockhampton, bound for Wandal. Photos, Ken Magor



The rear offside view of steam car number 7. The Rockhampton conductors wore similar uniforms to the then current Brisbane design.

BACK PAGE: The State Electricity Commission of Victoria operates Birney Car 11 in Bendigo. The car was built by J. G. Brill & Co. in 1924 and ran on the S.E.C.'s Geelong system carrying the number 14. Transferred to Bendigo in 1948, 11 is the only longitudinal seat Birney of the four still operating.

Photo: Dave Rawlings

