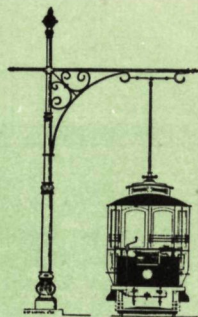


TROLLEY WIRE

Magazine of the
SOUTH PACIFIC ELECTRIC RAILWAY

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

TWENTY FIVE CENTS



APRIL 1967



MUSEUM HONOUR TO FORMER CHAIRMAN

The members present at the meeting held at Enmore on 24th February moved that Ken McCarthy be appointed as an Honorary Life Director in recognition of his services to the museum since its foundation. This is the highest honour the museum can bestow and Ken joins former General Manager Norm Chinn as the second member to hold this honour.

TRANS TASMAN VISITORS

Recently we have had the pleasure of meeting officers from our sister museums in New Zealand.

Wellington Tramway Museum Secretary Alan Smith and Treasurer Keith McGavin commenced their Australian holiday with a visit to our museum before seeing Brisbane, Adelaide and the three Victorian tramways. They also visited our friends at "Puffing Billy" and the T.M.S.V., and even managed to participate in an A.R.E. sponsored all-night tram tour during their stay in Melbourne.

During February, two representatives of the Tramway Historical Society in Christchurch covered rail and tramway activities in Tasmania, Victoria and New South Wales. John Shanks, Secretary, and Bruce Dale, Trolleybus Preservation Officer, visited Loftus on 4th March. Board members were fortunate in being able to view a film, taken by Bruce Dale, showing some recent T.H.S. activities during the Board meeting held the previous night.

SUBSTATION PROGRESS

Despite the number of wet weekends during March, work on preparing the substation yard for the high voltage connection was progressing well when these lines were written. Levelling was almost complete and the brick retaining wall under the chain wire fence had been commenced, with the chain wire on hand for erection as soon as the wall had been completed.

Dick Clarke and Mike Giddey had the electrical side of the work well in hand when the rains came and this has now been completed.

COVER PHOTO: Speeding through the parklands which surround Adelaide, H class 356 carries late morning shoppers from Glenelg to the city.

Photo: Dick Jones

TROLLEY WIRE

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NEW MEMBERS

The Board and Shareholders welcome the following members to the museum.

Graham Bradshaw	178
Greg Fulljames	179

In disagreeing, it isn't necessary to be disagreeable.

WANTED

Information is wanted leading to the purchase or donation of up to 2000 lineal feet of good used 8" x 2" hardwood to enable the depot extension to be roofed and to raise the height of the present depot roof. On 14th January a load of useable timber was donated by the contractor demolishing a building on railway land at Concord West. If you can assist, please contact any Board member.

Also wanted are oil drums from four gallon to 44 gallon capacity. The museum has found a number of uses for old sump oil and can obtain a virtually unlimited supply. However, present storage at the museum is limited to approximately 30 gallons. We can arrange transport for the larger drums if required. Can you help?

South Pacific Electric Railway. **ACTIVITIES**

180 AND 948 MOVED

The weekend of 28-29th January once again saw trams running over temporary track at the museum, this time to transfer Brisbane centre-aisle car 180 into the main depot and move prison car 948 into the space made vacant in the new extension.

The restoration of 180 was fast reaching a stage where it was desirable to have it moved into the main depot and 948, which is without motors and other gear necessary for operation, would be moved to make room for it. 948 is at present housing spare parts, signs, glass and other paraphernalia and no plans exist for its return to operating condition in the foreseeable future.

Although the future rail access to the two depot extension roads will be via an extension of road 2 through the rear of the main depot, it was decided to take advantage of the easier temporary access through the site of the meal room-workshop.

After a late start on Saturday morning, the rear wall was taken down and 141s and 180 were moved clear of the work area by wandering lead. This enabled the track on which 180 had been standing to be slewed to allow for a more gentle curve out of the depot. The track was then extended using the rail and sleepers stacked adjacent to the area. As the track extended, the Brisbane car was brought forward with power supplied by the wandering lead. The rails had to be bent around the large tree beside the depot and timber blocking was used to prevent the track from creeping too close to the tree. The track was then extended over and along the top of the main line to end opposite the waiting shed. The rail ends were evened up using three very short pieces of rail held together using one pair of long six-hole fishplates. To gain normal track level, the end ramp from a workshop traverser was used and, although the change of grade was rather abrupt, proved quite successful.

Although care had been taken to avoid angled joints, the curve around the tree was angled enough to require watching closely as 180's leading bogie rounded the crucial spot. The leading bogie wheels will usually negotiate the angle without much trouble but the second pair



The reason why the curve was tight! 180 stands in the gathering dusk waiting for the completion of the track-work.

Photo: Mike Giddey



With 180 safely standing in the depot yard, 948 takes its turn at negotiating the temporary track and is seen here climbing the traverser ramp being pushed by 99u.

Photo: Mike Giddey

of wheels tend to cut the corner which results in a derailment if care is not taken. However, 180 completed its slow progress without incident and gained solid rail at 9.20 p.m.

Early next morning, 99u towed 948 into position and, after checking that there was sufficient vertical play in the couplings, slowly pushed the car half-way along the temporary line. From this point O class breakdown car 141s towed the prison car into the depot. As with the Brisbane car, 948 negotiated the curve with only 1/8 inch of wheel tread on the rail at the joint.

Immediately movements over the temporary line had been completed, the rails and sleepers were removed and stacked, and traffic cars commenced running through to the highway. By nightfall the track in the depot had been slewed back to its original location and the wall replaced, the work completed some four hours ahead of the planned work schedule.

UNUSUAL MELBOURNE MISHAP

At about 9.45 p.m. on the evening of 16th February, Melbourne "W5" car 799 was approaching Elizabeth Street, City terminus when the driver became ill. Instead of stopping at the terminus the car continued off the end of the track, across Flinders Street and its double tram tracks, mounted the footpath and came to rest against a pillar beside the ticket barriers of Flinders Street station. The car left only faint marks on the road surface but took two chunks out of the kerbstone 4'8½" apart.

Tramways emergency crews were quickly on the scene and the car was towed back across the road until one bogie was on the rails. The pole was put up and the car was driven back onto the track, the rear bogie following straight on, a most convenient occurrence. The consequences of such an accident might well have been serious but fortunately nobody was hurt and the damage to property was slight.

CENTRE PAGES: Adelaide's large silver and red H class cars provide the only American-style interurban operation in Australia. The big electric cars replaced steam trains in 1929 when a broad gauge branch line was taken over from the railways. Here, 355 waits at the terminus in the centre of Moseley Square, Glenelg.

Photo: Dick Jones



The temporary track as seen from the depot extension.



Prison car 948 about to negotiate the tight curve on the temporary track.

Photo: Mike Giddey





A TURKISH TRAM, ANYONE?

FOR SALE - 150 trams. Best offer secures. Metre gauge. A.E.G, Siemens, Thompson Houston. Age from 1912. In running order. 26 in service up till end of 1966. Saffet Gurtau, I.E.T.T., Urum Muduru, Tunel, Istanbul, Turkey.

The above advertisement, which appeared in the December issue of "Old Motor" indicates that the remaining lines of the Istanbul tramways, the only system to operate in two continents, have ceased operation.

The first tramways in the Turkish capital were introduced by a Belgian firm who inaugurated a metre gauge horse tramway on 3rd September, 1869. Electrification of the system was not completed until 1914 as the Sultan, Abdul Hamid II, was afraid of electricity and would not permit any electrification work during his reign. The Sultan was deposed in 1909 and electric operation commenced on 21st February, 1914 with car 128 making the first run amid great celebration and elaborate ceremonies.

Car 128, decorated with green boughs, miniature Turkish flags and a large banner on each side reading "Good-bye, my dear passengers", became the last tram to operate on the European part of the system when it closed on 12th August, 1961.

The remaining tram routes, serving the suburbs across the Bosphorus in the Asiatic section of the city, were expected to close on 31st December, 1966, and the above advertisement would indicate that no tramways now operate in Istanbul.

Most of the lines climbed very steep hills and only a few important streets were suitable for tramways. The cars were narrow to facilitate circulation in the ancient streets of the old city. All cars were double-ended single-truckers worked with a two-man crew. In 1956 there were 345 cars, consisting of 239 motors and 106 trailers, in operation. During its 97 year existence, the Istanbul system had only three serious accidents. The worst of these occurred in 1936 when car 122 experienced a brake failure, ran down a steep hill and overturned, killing one passenger and injuring twenty two others.

- from "Headlights" and "Modern Tramway".

WE FAILED

The various tramway museum groups in Australia have achieved many successes with preservation but amid success there is sometimes failure. The S.P.E.R. experienced a failure during January when a very interesting relic, promised to us for preservation, was burnt. This item was the near complete body of steam tram trailer number 1 of the Parramatta to Redbank Wharf line which was operated by Sydney Ferries Ltd. during the later stages of its existence.



This trailer was similar to the standard bogie 70-seat cross-bench cars used on the Government Tramways and was reputed to have been built in 1904 on the bogies and frame of the original Parramatta number 1, an 1883 product of Thomas Wearne of Glebe. A closer examination of the later number 1 suggests that more than the frame components of the original car may have been used in the reconstruction as such features as curved wooden fillet pieces in doorway corners were typical of the 1880's rather than the early 1900's.

Rebuilt car 1 continued in regular service at Parramatta for almost forty years and, with car 3 and steam

motor 31A, made up the last passenger tram at 5.15 p.m. on Wednesday, 31st March, 1943, the closing day of the lines.

Car 1 was sold at auction at Redbank Wharf depot on Monday, 21st June, 1943 to become a shed in a works yard at Birchgrove. Ten years later the car was believed scrapped, but, to our surprise, was rediscovered during December, 1964 overgrown with lantana bush. Investigation proved that the car and land on which it stood was privately owned and although promised to the Society "when the yard is being cleaned up", it was burnt during January and little more now remains than a miserable heap of wood ash and several distorted metal fittings.

This whole business has strengthened one long held belief It is much easier to deal with formidable government departments or large private corporations than with Mr. John Citizen.

NEW TERMINUS FOR ADELAIDE

On Thursday 8th December, 1966, a new terminus was opened at Victoria Square in Adelaide. The new terminus is located at the former set-down point at Victoria Square and consists of a double track dead end connected by a scissors crossover.

New roadways, cutting diagonally across the Square's parkland has forced the closure of the former terminal arrangement where the city bound cars set down in the centre of the square and ran around a loop to pick up passengers for the run to Glenelg.

It is planned to convert the roadways through the centre of the square to parkland to replace the portions taken by the new roadworks and this arrangement will give the trams a completely off-street terminus.

OPPOSITE: The seven mile run to Glenelg from Adelaide commences at Victoria Square and H class cars 367 and 368 will be ready to depart as soon as the motorman climbs aboard. Multiple unit operation is used during peak hours with single cars handling off-peak services.

Photo: Dick Jones





The Port Jackson and Manly Steamship Coy's new hydrofoil ferry "Fairlight", is seen passing the smaller 70 seat "Manly" and the M.V. "Bellubera" near Bradley's Head during its last trial before entering service on 11th November, 1966. The "Fairlight" seats 140 and was built in Italy. "Bellubera", built in Sydney by Morts Dock and Engineering Co. in 1910, was the first of the Company's vessels to be converted from steam to D.E. propulsion in 1936.

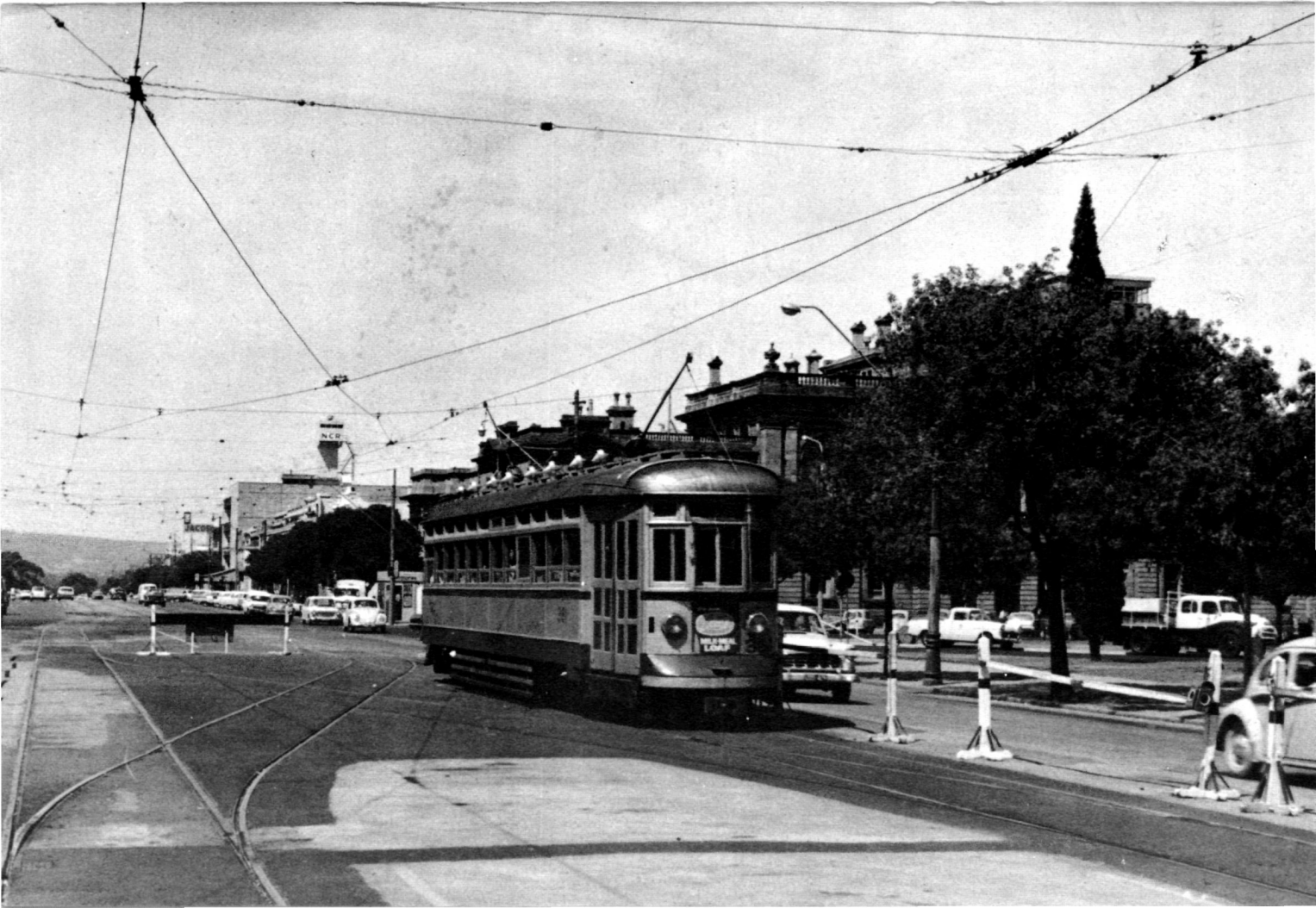
Photo courtesy "Sydney Morning Herald"

LABOUR DAY IN BRISBANE

Coming with us to Brisbane in October? Our Treasurer, Laurie Gordon will accept deposits and payments towards the cost of this, our second trip to the northern capital. Join our pay now, travel later plan!

OPPOSITE: "H" car 361 arriving at the new Victoria Square terminus, Adelaide, on 22nd February. A few days after this photo was taken, road traffic through the square was re-routed via diagonal roadways, resulting in the terminus being located in off-street reservation and removing the need for the portable barriers visible here. Relocation of the tram terminus was carried out in preparation for these road diversions.

BACK PAGE: One of Bendigo's four Birney cars, No. 28, at Golden Square terminus during the Society's tour last October.



EL

6
VICTORIA
HOTTER

NOTHING BEATS
BRIQUETTES FOR HEAT

28

