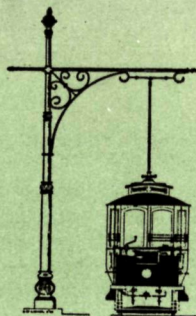


TROLLEY WIRE

Magazine of the
SOUTH PACIFIC ELECTRIC RAILWAY

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

TWENTY FIVE CENTS



JUNE 1967



CAR NEWS

99u. This car has been overhauled ready for our track extension programme. Ten missing end housing bolts have been replaced and all bolts have been tightened. In No. 2 motor, a broken brush holder spring has been replaced while the brush holder was repaired and a new brush fitted. The armature end play was also checked in this motor.

180. Undercoating of the interior is progressing well, as is the renewal of the ply seat backs. Three early colour schemes have been uncovered by Peter Macdonald while stripping old paint and a record is being kept of these. Bob Harvey removed a bogie leaf spring and had a broken leaf repaired.

N 728 and L/P 154. have had brake adjustments made. It has been found that brake blocks for our O class cars will fit 154 and one very worn block has been replaced with an O type block.

K 1296 has been withdrawn from regular passenger service due to badly worn motor bearings and a gradually worsening body sag which is affecting braking by allowing the rigging to rub against various parts of the truck. The sag is due to a suspected broken frame and repairs cannot be carried out until the body is lifted and the truck removed. This job will be one of the first to be done when our mechanical boys move into their new workshop area.

VIETNAM BOUND

Member Hayden Holmes left Sydney with the 11th Movement Control Group on 26th May for service in Vietnam.

To the best of our knowledge, Hayden is the first museum member to see service in an active war zone. We wish him a safe return.

OUR NEXT MEETINGS

St. Luke's Hall, 11 Stanmore Road, Enmore will be the venue for the Annual General Meeting to be held on 23rd June. The August meeting falls on Friday, 25th, again at Enmore. We'll be pleased to see you there

COVER PHOTO: K class 1296 enters the depot yard after completing an early morning trip on 4th September, 1966.

TROLLEY WIRE

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JUNE 1967

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Editor: R. I. MERCHANT

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\$1.75 per annum, post paid.

NEW MEMBERS

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

Malcolm Palmer	180
Gregory Smith	181

To be trusted is a greater compliment than to be loved.

ADELAIDE TROLLEYBUS PRESERVED

On 23rd February, the Australian Electric Transport Museum took delivery of former Adelaide trolleybus 417 for preservation at their museum at St. Kilda. The vehicle, carrying service stock number S106, had been used as a mealroom at Kent Town Circus.

417 is the third trolleybus to be preserved by the South Australian group, the other two being 526, a single deck Sunbeam, and 216, Australia's first trolleybus which was converted from an opentopped double deck Garford motor bus in 1932.

To complete the roster of preserved "trackless trolleys" in Australia, the Tasmanian Transport Museum Society has a Leyland from Hobart, while Sydney's number 1 is preserved by the Museum of Applied Arts and Sciences.

FLATCAR AND SPARES FUND

Recently the Museum made application for former R1 class car 1979 and the two flatcars still retained by the Department of Government Transport for occasional use moving fabricated steelwork at Randwick Workshops.

We were informed that 1979 and one flatcar would be required for quite a few years but the other flatcar could be made available, together with a number of spare parts surplus to the Department's requirements. The price placed on the flatcar is \$100.00 while the spares, consisting of wheel and axle sets, compressors, trolley poles, tyres, gauges, etc., were priced individually.

The cost of the flatcar with transport to Loftus will be in the vicinity of \$200.00, the spare parts being shipped on the flatcar at no extra cost. We plan to take delivery of the flatcar after we let the Department know what spares we require. This will depend largely on what money we can raise. Remember, this will be the last chance we have of obtaining Sydney tramcar parts.

GROUP VISITS

On 9th April the Vintage Sporting Car Club made their annual visit to the Museum. More than a dozen lovingly restored cars were admired by our members while their owners rode our trams.

Graduate and student members of the Institution of Engineers of Australia visited us on 22nd April and, after a barbeque lunch, rode and inspected our equipment. Great interest was shown in our restoration work and substation efforts.

A busload of members and friends of the Bankstown Historical Society made several trips in different trams and took numerous photos during a visit made on the afternoon of 27th May. Interest in the older cars was evidenced by the number of questions thrown to our members during the inspection of the depot.

Hugh Ballment escorted two members of the Bransford Electric Railway on an inspection of our museum on 11th June. Walter Martin and Sam Cosby unfortunately had overcast weather during their stay but this did not deter them from exposing a large amount of film along our line.

OPPOSITE: Melbourne W7 class 1024 decorated as part of the Bank of New South Wales' 150th anniversary celebrations.
Photo courtesy Bank of N.S.W.



150 YEARS OF BANKING
SINCE THE FIRST BANK OF
WALES
ESTABLISHED IN 1867

You can
bank on
the Wales

HELPING TO BUILD THE NATION
THROUGH 150 YEARS
A PARTNER IN AUSTRALIA'S PROGRESS
the WALES
FIRST BANK IN AUSTRALIA



MAJOR CIVIL ENGINEERING WORKS ON TWO MUSEUM LINES

The Ohio Railway Museum and the Branford Electric Railway Association have recently spent between them a total of \$US 27,000 on bridge construction undertaken by outside contractors. In both cases these structures have enabled more trackage to be thrown open to traffic.

On August 13th, 1965, the Lieutenant-Governor of Ohio drove the golden spike on the new plate girder bridge over State Highway 161 in Worthington, thus enabling the Ohio Railway Museum to connect the previously isolated one mile portion of its property to the $1\frac{1}{2}$ mile operating section of its museum. The roadbed of this museum is along portion of the right of way of the former Columbus, Delaware and Marion interurban line which constructed a similar structure across the highway in 1926 only to have it removed six years later after the service fell victim to the economic depression of that period.

Although the bridge site was parallel to a similar structure on a conventional railway and the original abutments of the interurban bridge were still in existence, the museum's efforts to rebuild the structure



Kansas City Public Service car 472 on the Ohio Railway Museum's new steel span across State Highway 161 at Worthington, Ohio. The Museum's cars commenced running over the bridge on 20th June, 1965.

Photo: Steve Maguire



Birney car 1545, built by the American Car Co. in 1919 for the Kansas City Railways Company, crossing the new bridge on 29th August, 1965.

Photo: Steve Maguire

were continually rejected by the Municipal attorney. The opposition ended with the recent death of this gentleman, and for the sum of \$12,000 the splendid structure was able to rise again after an absence of 34 years.

The Branford museum is located between East Haven and Short Beach on the outer $1\frac{1}{2}$ miles of the former Connecticut Company's line between New Haven and Long Island Sound. To reach its East Haven terminal, the museum line crosses a major wooden trestle over the East Haven River. As the track traverses the tidal flats, a smaller structure crosses Stony Creek, while the last half mile of the route is beyond a third trestle on the outskirts of the village of Short Beach.

Although the museum has spent considerable sums in recent years on rebuilding the westbound structure of the twin East Haven Trestle, which it uses to carry the single track main line to the passenger pick up point outside their Sprague museum building, the decision was finally reached that further expenditure on the rotting 66 year old structure would only stall and not remove the threat of ultimate collapse. For a cost of \$14,775, a contractor commenced the erection of a new structure which was completed during March, 1966. The rebuilding was financed by two interest free loans and the proceeds of rail tours.

During 1965, the Stony Creek bridge was largely rebuilt and action of a similar nature on the Short Beach Trestle allowed work to commence during October 1965 on the laying of new track on the last half mile of roadbed into Short Beach.

Although Branford faces a further expenditure of \$6,000 to bring the rail head to Short Beach, we expect it will not be too long before museum members and visitors will again be able to take a trolley to the shores of Long Island Sound.

BRISBANE "DROPPY" FOR WELLINGTON?

The Wellington Tramway Museum's Traffic Manager, Saul Goldsmith visited Brisbane during May to commence negotiations with the Brisbane City Council for a tramcar in operating condition.

Following discussions with the Lord Mayor and top tramway officials, the Museum has been offered a hand-braked drop centre car. Saul was interviewed by the press, radio and television and gained valuable publicity for the project.

Due to New Zealand's stringent foreign exchange and import regulations, it is hoped that an Australian firm can be found to sponsor the shipping of the car to Wellington.

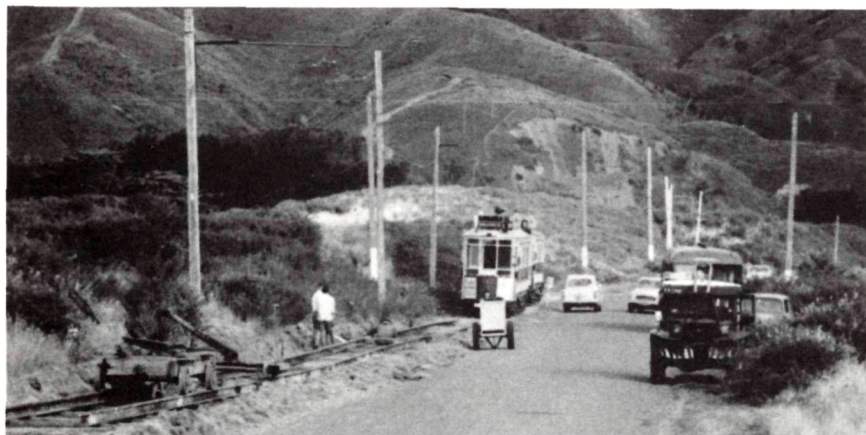
Saul visited Loftus on Saturday, 13th May and discussed many items of mutual interest with our General Manager, Bob Merchant, as well as riding and photographing a number of our cars. He also paid a call to the Commissioner for Government Transport, Mr. Berry, before flying home to New Zealand.

THOSE ROCKHAMPTON STRIPES

How many of our readers picked the discrepancy between the text and the photograph on page 13 of the February "Trolley Wire"?

The stripe on the front apron of steam tram number 8 is shown as an inverted "V" instead of the normal "V" applied to the other steam cars.

To our knowledge, number 8 was the only tram to have the inverted "V" on the front but we don't know the reason for this. We will be pleased to hear from any reader who has other photos of number 8 or can give an explanation for this difference.



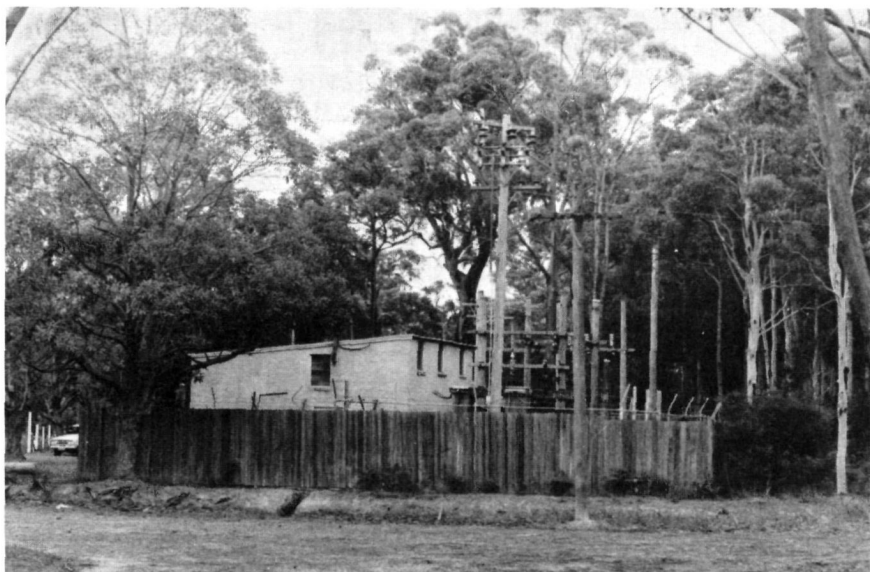
Cars 151 and 207 stand at the railhead of the Wellington Tramway Museum's line at Paekakariki during March. Rails now extend more than half a mile from the depot using grooved rail laid to the Wellington gauge of four feet.

Photo: John Horne



Double Saloon 151 was the last car to move under its own power in Wellington and is seen above on the main line at Paekakariki. The car carries paid advertising as do all the W.T.M. operating trams.

Photo: John Horne



The substation as seen from the highway terminus before the removal of the paling fence.

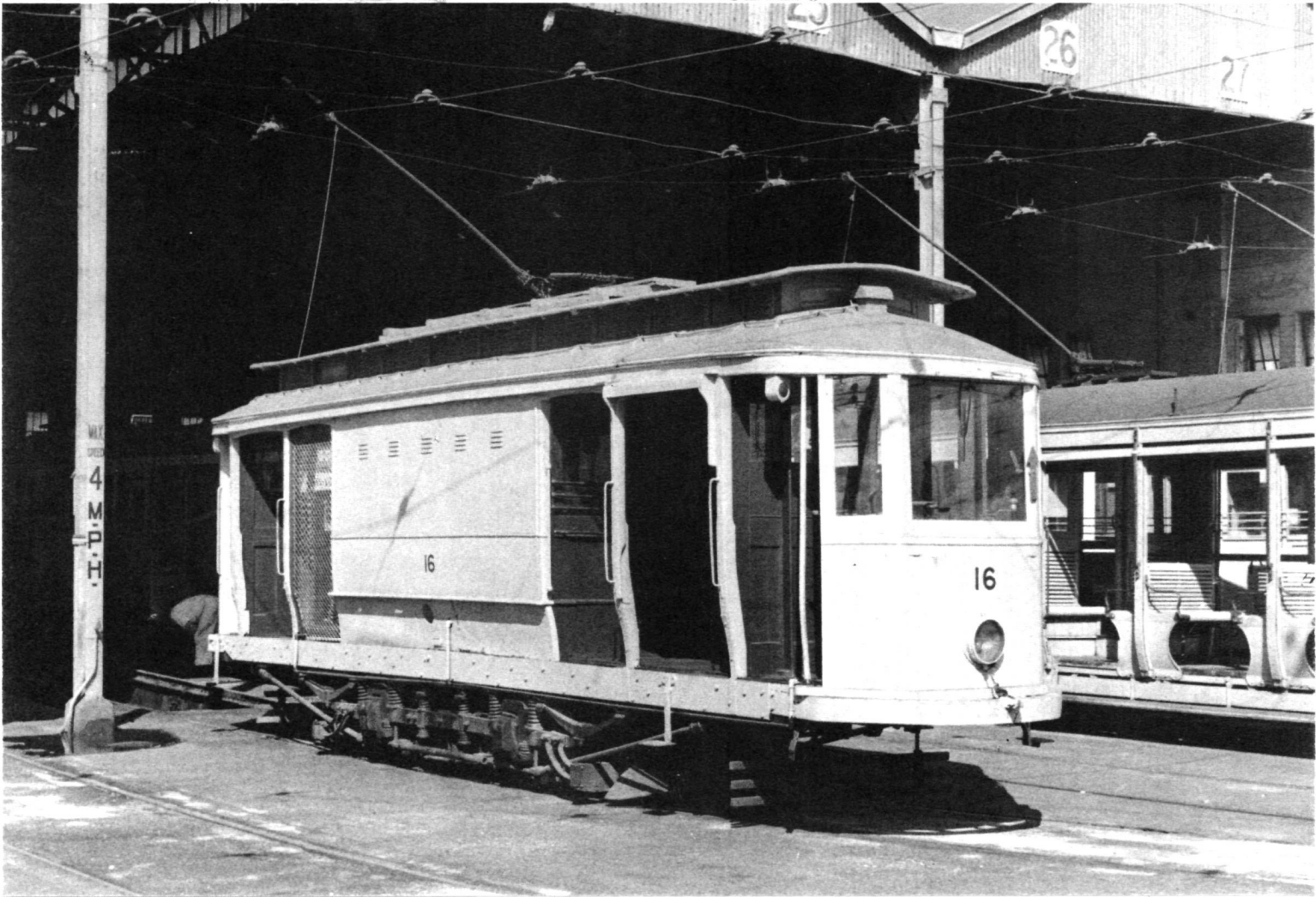
Photo: Mike Giddey

REPLACEMENT TOWER FUND

Many of you will know that the overhead tower on 99U wants a major rebuild to be of any use to our overhead gang. The tower is from a horse drawn tower wagon of unknown vintage and was raised by rope and pulleys. Attempts to raise it have been unsuccessful due to structural weaknesses in the lower portion while the platform itself is in need of repairs including the renewal of a side member.

The Council of the City of Sydney has offered us a tower similar to the one on our Dodge. The cost? \$100 including transport.

OPPOSITE: The oldest tramcar still operating on an Australian tramway is Brisbane Scrubber - No. 16, seen outside Ipswich Road Depot on 1st September, 1966. Placed in service in Sydney as "D" class 119 in August, 1899, the car remained in passenger service until 1925. Conversion to a scrubber with the service stock number 137s followed. It was sold to the Brisbane City Council in 1961 after completing 62 years of regular operation in Sydney.



MITTAGONG CENTENARY RAIL TOUR

On Saturday, 4th March, Society members took part in celebrations marking the centenary of the opening of the railway from Picton to Mittagong, now known as the "loop line" since its replacement by a long deviation in 1919.

The Department of Railways operated the Vintage Train to Mittagong, worked by 4-4-0's 1243 and 1709, while railfans travelled on a special organised jointly by the four groups running rail tours in N.S.W. - the Rail Transport Museum, the Railway Historical Society, the School Railway Clubs Association and ourselves.

The train was hauled by 3526, shining in Royal Blue livery after a repaint by Rail Museum members, and was assisted by 2705 from Picton to Moss Vale. After a pause at Mittagong to take part in the festivities, the tour went on to Summit Tank before returning to Sydney via the main line. While we were at Mittagong, the town was distinguished by the presence of four steam locomotives in four different colour schemes; red, green, blue and black.

NEWCASTLE AND BELMONT TOUR

After concentrating on high speed operation on the Northern Line on our tours in 1964 and 1966, the trip organised for Saturday, 20th May this year was a pleasant contrast. Heading our six car train away from Sydney was 30T class 4-6-0 3142, making an unusual sight on a main-line passenger train. Our first photo was under the wires near Point Clare, while at Tuggerah we took siding to allow the Newcastle Express to overtake. Hauled by 3801 at our request, the Flyer cruised past the photo line at 70 m.p.h., throttled back and running 90 seconds early. A spectacular photo at Hawkmount followed before we pulled up at Fassifern and tank engine 3067, glistening in fresh black paint, coupled on to assist to Broadmeadow.

Here 5369, equally splendid in shining paint, took over to haul us into Newcastle, then tender first down to Belmont, with its rickety track and derelict stations, and finally back to Newcastle. The weather closed in as we retraced our steps on the branch, and the last few photo stops were strictly for Tri-X users.



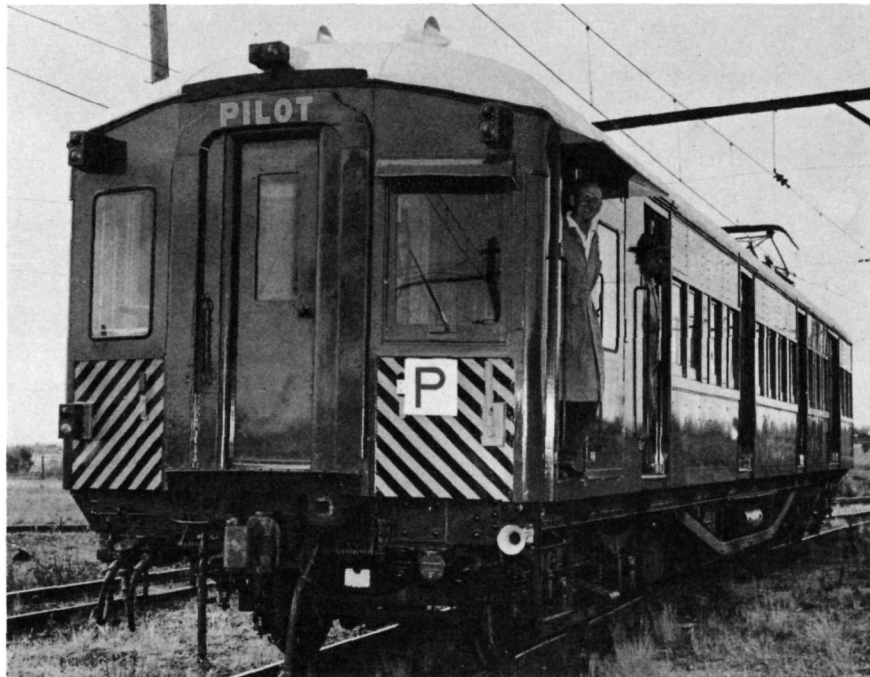
Our special waits "in the hole" at Tuggerah while green painted Pacific 3801 races past on the Newcastle Express.



4-6-4 tank 3067 and 4-6-0 tender 3142 charging upgrade between Fassifern and Broadmeadow with our tour special.

At Newcastle there was time for tea before 3142 brought us home, with some fast running, to arrive back on time just after 9 p.m.. Apart from the tour itself, the Saturday parade of regular trains was of interest - we saw most steam classes at work from 19's to 60's, and such exotic diesel combinations as 48+43+44.

Our thanks go to all those responsible for an enjoyable day, and especially to the officers of the N.S.W. Railways who helped to make the trip such a success



NEW "ELCAR" PILOT

Suburban motor car C3082 was outshopped on 12th August, 1966 to replace C3296 as the pilot car at Chullora Electric Car Workshops.

For this duty, a number of alterations were made to the car and these alterations were carried out by apprentices as part of their apprenticeship training. The front left side of the car, including the guard's door, was removed and replaced by ply panelling with an externally mounted sliding door giving access to the driving compartment. New steps have been fitted below the door and behind the steps has been mounted an interurban type horn to supplement the normal whistle. An awning has been fitted

above the door and extends beyond the loading gauge, thus restricting the car to the workshop area.

The first passenger "saloon" behind the guard's compartment has been fitted with longitudinal seats and equipment cupboards and is painted in the two tone green colours used in double deck trailers. A swing door has been fitted into the bulkhead between this saloon and the rest of the car while all remaining seating has been removed and the interior painted cream.

Removal of the diaphragm plates, black and yellow warning stripes, replacement of the timber framed front left window with a smaller rubber mounted window, a ply guard's door, and a white with red "P" car set target completes the alterations. The word 'Pilot' appears in yellow above the end doors and in the centre side panels below the windows.

3082 posed for a Railway photographer at "Elcar" on the 27th September with driver Fred Edwards and shunter Col Stewart in attendance.

STOP PRESS: Vandals broke into the depot and painted seats and windows in one saloon of R 1740. Details next issue.

The Australian Electric Transport Museum's depot at St. Kilda, South Australia, will be officially opened on Saturday, 22nd July, 1967. See August issue for a full report.

SUBSTATION YARD

Due to the large amount of miscellaneous gear stored in the substation yard, it was decided to construct a storage compound between the depot and the highway extension. The compound was completed on the 4th June and is now full! The substation area has been completely cleared and the drainage works can now be completed. On the completion of this work the yard will be surfaced with blue metal.

BACK PAGE:

Hub of Sydney's transport is Circular Quay where we see trams O 882 and N 401 outward bound for Forest Lodge and Glebe Point. In wharf 5 the S.S. "Dee Why" waits for passengers travelling the "seven miles from Sydney and a thousand miles from care" while K and 'Lady' class ferries scuttle past the "Strathnaver" with their human cargoes. Receiving finishing touches to her pylons and over-shadowing all is the pride of Sydney in this year of 1931.

