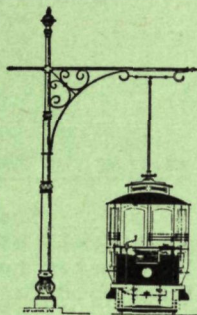


# TROLLEY WIRE

Magazine of the  
SOUTH PACIFIC ELECTRIC RAILWAY

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

TWENTY FIVE CENTS



AUGUST 1967



### AROUND THE DEPOT...

That large rectangular hole which decorated the front wall of the substation for so long has been filled by a meter box constructed and fitted by Bill Denham. Much to Bill's surprise it fitted neatly at first try!

Bob Cowing has completed the drainage work in the substation yard. The drains work, too, as the recent heavy rains testified.

At last! Guttering has been erected across the front of the substation so that you don't get soaked opening and closing the door when it is raining.

Bill Parkinson has been busy with illuminations. Our lamp standard now throws light over a large portion of the yard while the waiting shed has also had lighting installed. A light now illuminates the mealroom stairs so you don't have to fall down them in the dark any more. Bill has also been cleaning and repairing the PC-5 control equipment for 1573, our PR1 class car.

Our freight car, 24s, saw daylight on 15th July when it was towed out and the accumulation of rubbish and miscellaneous bits and pieces cleaned out. We even threw out that old cracked sink (Not the kitchen variety) which had come from 290 after being on 99u where it had been placed after being in 154.....

Fiftyfive hardy souls braved the strong winds and torrential rain to ride the trams on 12th August. Despite the downpour, our drains held, but seepage from the surrounding sodden ground made the inside of the depot look like Florida Keys in the wet season!

### OUR NEXT MEETINGS

A reminder to all members that the next General Meeting of the Society will be held on Friday, 25th August, with the October meeting on Friday, 27th October, both at St. Luke's Hall, 11 Stanmore Road, Enmore.

Keep in mind Saturday, 10th December, our third big Annual Open Day.

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COVER PHOTO: Former Adelaide trams 1 and 381, the first and last electric cars built for the South Australian capital, standing outside the AETM depot at St. Kilda on 22nd July, 1967.

# TROLLEY WIRE

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AUGUST 1967

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## NEW MEMBERS

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

Ian Heather 182

He who hesitates  
misses the tram.

## FIRE FIGHTING UNIT

The museum has been offered a demonstration fire fighting pump which has been completely overhauled and carries an "as new" warranty. The normal price of the unit is \$229-05 and consists of:

- One pump with protective frame and strainer, close-coupled to a Kirby engine;
- Two 30' x  $\frac{3}{4}$ " hoses complete with fittings;
- One 20' x  $1\frac{1}{2}$ " suction hose complete, and
- One  $1\frac{1}{2}$ " x 1" 'Y' piece.

This unit is being offered to us for only \$165 and the Board feels this unit would be a valuable addition to our firefighting equipment, especially when our line is extended through the thick scrub south of our present terminus. Donations towards the purchase of this unit will be very welcome.

R 1740 DAMAGED BY VANDALS

Late on Wednesday afternoon, 7th June, Norm Chinn discovered that the Museum's depot building had been broken into and the cupboards and lockers in the mealroom rifled. Urgent phone calls notified General Manager Bob Merchant and Assistant G.M. Laurie Gordon. Laurie, accompanied by Brian Muston, immediately went down to Loftus to check our stocks of books and tickets, and remove them to a safer place. They found a change machine had been taken from a conductor's bag while some books of tickets, all the change and a number of personal items were found to be missing. After completing the stocktaking, they commenced to check all the trams and found that the bulkhead windows on 180 had been painted over with metal primer, a number of light fittings in L/P 154 had been tampered with, and one saloon of R 1740, which was stabled in the centre position on road 3, had received attention from the unwanted visitors.

On Thursday morning, Bob Harvey escorted detectives from Sutherland Police through the depot. During the police inspection, Wilf. Tuck from the Shell service station came across and was able to give the police a description of two girls and a youth seen in the area on several occasions during the previous Monday. The detectives took charge of a number of items, including tickets and an empty beer bottle which has been checked for fingerprints.

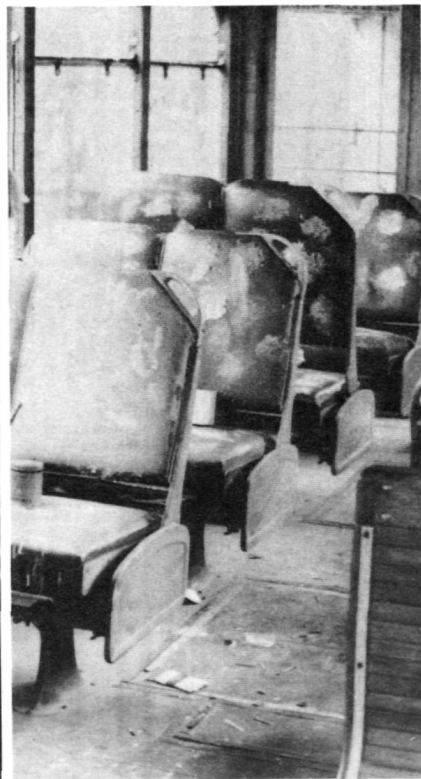
Saturday morning saw 1740 moved into the yard and the extent of the vandalism was seen for the first time in full daylight. Only one saloon had suffered damage and this saloon smelled strongly of stale beer and excreta. All seat ends and enamelled handrails had been painted and the seats on one side had been heavily daubed with three different coats of primer and undercoat. A number of other seats had been slashed and doorhandles unscrewed. The glass in the interior bulkhead door had been completely painted over, the paint running down the varnished woodwork. Some unprintable slogans had been painted on the windows in paint and felt marking pen. The marking pen had also been used on some of the varnishwork. Many of the side panels were paint-spattered while the floor was covered with paint, drink cans, cigarette butts and other muck.

After photographs had been taken, the seats were removed and the boys commenced cleaning-up operations. Windows and handrails were scraped clean and varnish carefully rubbed back to remove the paint without taking off all the varnish. The floor was then washed with soap and

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The seats and bulkhead door in 1740. The paint was removed satisfactorily from the door but the seats will require recovering.

Photos: Peter Macdonald

disinfectant and seats set aside for the PR1 were installed in place of the damaged ones.

On Sunday, 11th June, 1740 entered traffic with most passengers being unaware of its condition only 24 hours before. 1740 is one of our most popular cars and the only one to enter museum service without needing a repaint or repairs. The members responsible for cleaning up the mess are to be congratulated on the result of their labours. The "Shire Leader" for 19th July carried a story of vandalism in the Sutherland Shire and 1740 received considerable space together with a photograph of the painted seats. To date the culprits have not been apprehended.

#### TRACK EXTENSION SOUTH

Clearing scrub for the extension of our main line to Fingerboard (yes, the name is an official one, appearing on Lands Department maps) commenced on 25th June. The next three weekends saw about 150 yards of thick scrub cut and burnt, all cut scrub having to be disposed of before the October fire ban heralds the commencement of the bush-fire season.

The "Shire Leader", which had been waiting for us to commence work on this section for some time, wrote a piece on our extension which appeared in the 19th July issue, complete with a photo of our "scrub bashers" at work.

On Friday, 21st July, the President of the Royal National Park Trust, Mr. J. A. Ferguson and the Trustees inspected our site and, the next day, Mr. M. R. Jarrett, the Park Superintendent informed our Chairman, Dick Clarke that scrub cutting must stop immediately and that permission must be sought from the Trust before any further work is carried out.

All museum board members were hurriedly advised and a letter was sent to the Trust advising them that we were acting under the terms of our lease as agreed upon in 1956, enclosing copies of correspondence relevant to the lease agreement.

As the Trust has changed its membership considerably over the intervening ten years, we are of the opinion that the present Trustees are not aware of the terms of our lease. However, our letter will be discussed at a meeting of the Park Trustees on 18th August and we expect to hear from them shortly after.

On Saturday night, 22nd July, some brainless idiot attempted to set fire to the area we had been clear-

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ing when the stop work order came from the Trust. Luckily, rain had made the undergrowth sufficiently wet for the fire to go out but the result could have been serious. This fire follows a similar pattern to some of the fires which were started by firebugs in the Park during the last bush-fire season.

#### FLATCAR DELIVERED

Shortly before 8 am on 12th July, Alan Richardson's big Mack and jinker entered the King Street entrance of the former tramway workshops at Randwick, followed a few minutes later by one of Murphy's cranes. The reason? To reduce the Department of Government Transport's tram fleet by one third! This fleet consisted of R1 class tram 1979 and two former ballast motors with the cabs cut off and used as flatcar trailers. These trailers were used to move fabricated steelwork around the restricted confines of the workshop area, being pushed or towed by the R1 car.

The museum applied for both trailers and the R1 and was offered one of the trailers for \$100, the R1 and other trailer still being required by the Department. The car we acquired had obviously not seen service for some time and it had been shunted to the extreme end of the remaining length of tramline between the workshop buildings.

Under the supervision of Production Foreman Bert Harrison and our Engineer, Dick Clarke, the body of the flatcar was lifted clear of the bogies which were then towed from underneath and moved clear of the area. The



Our flatcar at Randwick Workshops at 8 am on 12th July, 1967.



The bogies being lifted onto the flatcar. The resemblance to a flat top trailer is evident in this view.

Mack was then backed beneath the flatcar which was lowered onto the jinker and secured. The bogies were then placed on top and our crane then left for Loftus where it was employed in placing the top portion of our Council lamp standard into position. With the help of a workshop mobile crane, the loading of spare parts purchased by the museum commenced. Two 27" wheel and axle sets and a few trolley poles and gauges were loaded before we encountered a snag. Some workshop rivalry between sections resulted in an acting foreman refusing to have the rest of our spares brought out and loaded. After trying to reason with the man, Dick Clarke went in search of the Workshops Manager but he could not be found. Having wasted 45 minutes of valuable time we decided to leave behind our four compressors, a trolleybase and nine tyres and collect them at a later date. Arrangements have been made for Peter Macdonald to pick up these items in his utility when convenient and Peter has since delivered two of the compressors to the museum.

All went well until Sylvania..... The Mack was pulled over by a police patrol. After inspecting the vehicle from front bumper to sagging rear coupler, the con-

stable strolled up to Alan and remarked that "if this trailer was taken to a registry office the inspectors would never pass it". The next five minutes were spent explaining to the police officer that what he could see was a tram on a jinker and not a flat top trailer!

Upon arrival at Loftus the spares were removed and the Mack backed over the end of our highway extension. The bogies were placed on the track and Bob Harvey set to work greasing the rubbing plates and kingpins. The body was then lifted from the jinker and the bogies run into position, the whole operation being completed rapidly and without incident. 99u was then driven up to the new arrival and coupled on. What a ride! Lacking any form of braking on the trailer, progress along the line was necessarily slow, while the coupling bracket and attached timberwork creaked and groaned and the whole end wobbled up and down alarmingly. The car was chained to the main line beside the depot and transferred to the yard siding on the following Saturday.

The No. 1. end, identified by the base of the trolley standard which had been severed at floor level,



Unloading in progress at the Museum's highway terminus.

appeared to have had a very heavy weight dropped on it as the bumper had been broken through and patched, the side frames splayed and timberwork split and cracked. This end has now been dismantled by Bob Harvey and repairs are being made. To make the vehicle operational, handbrakes with side mounted wheels and air brakes will be fitted. 99u will have the necessary alterations made to its brake piping for trailer operation and this two car unit will be employed moving materials for our track extension programme.



In the depot yard before the broken and sagging No. 1 end was removed for rebuilding.

Photo: Dick Hall

#### BRISBANE TRAMS BURN

The Brisbane City Council has commenced burning handbraked dropcentre cars, the first being 222 and 249 at 7.45 am on Wednesday, 5th July. Up until 1st August a further eight cars had been destroyed; these being 248, 242, 270, 201, 223, 235, 245 and 206. Thirty-nine trams are involved in the current scrapping programme.

Car 231 was listed for scrapping in the first week but quick action by Bob Thomson in contacting the Deputy Manager, Mr. Harding, resulted in 231 being withdrawn from the scrapping list and car 207 being substituted in its place.

231 was the car which the SPER had hoped to obtain as it was the first car of its class and its underframe was built at Randwick Workshops. A letter from the B.C.C. has confirmed that the car will not be scrapped but will be retained for inclusion in the Council's historical collection.

THE GONG THAT ECHOED AROUND THE WORLD

At 5.24 am on Monday, 26th June, the first tram of the day left South Melbourne depot, bound for South Melbourne Beach. This event which happens every weekday is usually watched only by the Depot starter; but on this day the early morning departure was televised live around the world and was seen by an estimated 500 million people in 25 countries.

Part of a giant TV hook-up by satellite entitled "Our World", one of the greatest achievements in communications ever seen, the sight of W5 car 774 running out into traffic was presented as one of a series of segments showing everyday life in several countries. At 5.22 am viewers saw shift workers building Tokyo's underground railway (local time 4.22 am, and raining); at 5.25 am the programme crossed to Paris to see Sunday traffic making its way home on a windy but sunny afternoon.

For people in Vancouver it was 12.24 pm Sunday as Conductress Mrs. Irene Stepien stepped aboard; mid-afternoon in New York as Driver Bill Sires sounded the gong and cut the first notch.

The use of a W5 rather than a more modern car was requested by the producers so that operation of the barrier and canvas blind could be shown, but in fact this did not appear on the telecast. Presumably as an effort to present a more modern image, PCC car 980 was on the road next to 774, and could be seen briefly as the W5 pulled out; but one wonders how many of the millions watching noticed the difference between the two cars.

The showing of a Melbourne tram to the world caused some ribald comment in the local press; but the portrayal of one of Australia's most efficient public transport operations could not have been more appropriate to the programme.

Footnote: For the worried timetable experts, we can reveal that 774 was not actually the first car out of the depot; the programme was running late and the first car had to be despatched before the telecast began. Never before was one tram missed by so many people!





#### KOGARAH STEAM TRAMS REMEMBERED

The Steam Tram Preservation Society celebrated the 30th anniversary of the closing of the last Government steam tramway on Sunday, 2nd July with the entry of restored 70 seat crossbench steam trailer 74B into regular service on their line in Parramatta Park.

Among the guests attending the function were some twenty tramway men, veterans of the Kogarah - Sans Souci steam tramway which saw its last tram in the early hours of Sunday morning, 4th July, 1937. Many of these men had not seen each other since the steam service ceased and friendships were renewed over a cup of tea while exchanging reminiscences of the "good old steam days".

Steam motor 103A, a Baldwin veteran of 1891 and driven by Jack Midgley, was in operation hauling 74B and former C class 95 for the benefit of the visitors. 74 was built by Hudson Bros. in 1889 and 95 as an electric trailer by the same builder ten years later. The North Coast Steam Navigation Co. operated 74B for many years on their line at Byron Bay.

The last day of steam operation heralded the inauguration of a trolleybus service at Kogarah on 3rd July, 1937. The opening ceremony was witnessed by a crowd of 100,000 people who came to farewell the steamers and watch the Premier, Mr. Stevens, open the new service by cutting a purple ribbon at Kogarah Railway Station. The official party then boarded trolleybuses and travelled to Rockdale where another ribbon was severed. The party was then con-

veyed to Sans Souci, where, in the late afternoon, further speeches were delivered.

At 12.38 am next morning, steam motor 84A and three cars left Kogarah station on the last journey. Over one thousand people were present to farewell the last tram, many clinging precariously to the sides and roofs of the cars. The rails on the Grey Street hill had been greased, however, and the steam motor had to propel the packed cars back to Kogarah station where steam motor 6A was attached. The second attempt at the hill proved successful! Souvenir hunters reduced the cars to mere shells, using axes, hammers and saws in the process. Even handrails and doors were taken by the crowd.

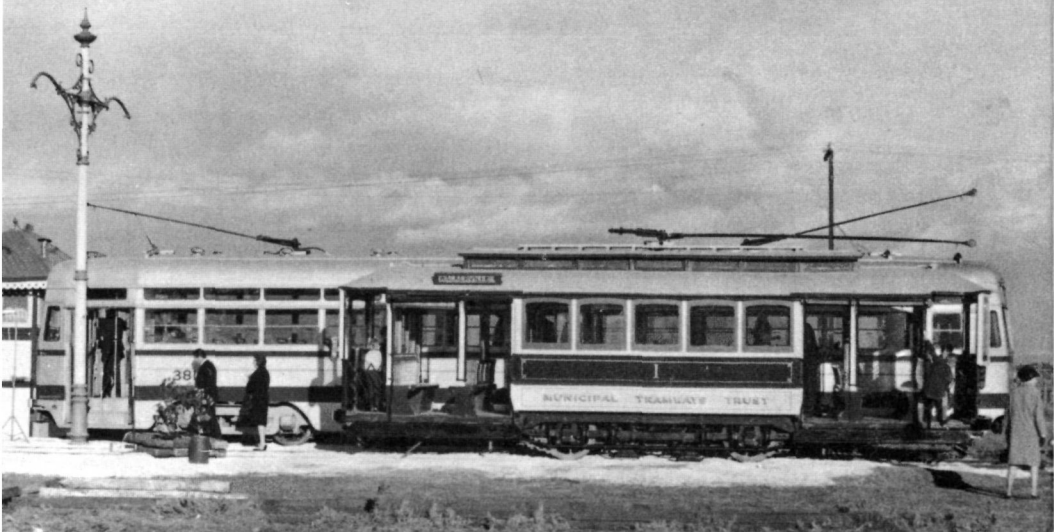
After being stored on the main line at Sandringham depot for some time, the cars were sold and broken up for scrap. The steam motors were all returned to Randwick workshops, 103A being the last to leave. Motor 1A, which also worked at Kogarah, was removed prior to the closure and is now preserved by the Museum of Applied Arts and Sciences.



Steam motor 6A turns out of Montgomery Street, Kogarah past trolleybuses 17 and 7. These trolleys carried the official party from Kogarah to Rockdale and Sans Souci for the opening ceremonies.

Photo: Doug Greenwald

# ADELAIDE MUSEUM OPENS



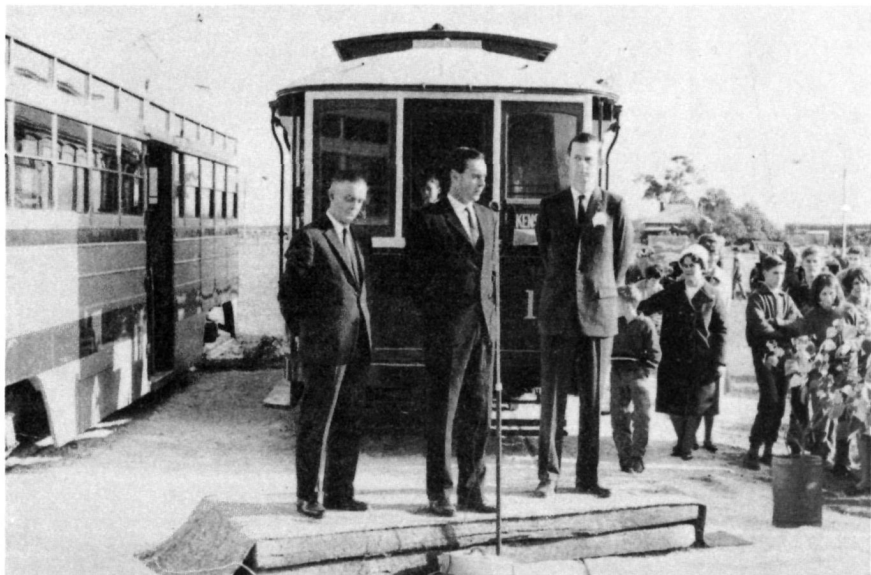
A crowd of visitors and guests, estimated at three hundred, assembled at the St. Kilda site of the Australian Electric Transport Museum (S.A.) Inc. on Saturday, 22nd July to witness the official opening of the museum's depot for public inspection.

Among the guests were officers of the Municipal Tramways Trust, members of the Australian Railway Historical Society and the President and Secretary of the Tramway Museum Society of Victoria, Bob Prentice and John Fitzsimmons. Former TMSV Secretary Keith Kings and three other members were also present. Representing the SPER was General Manager Bob Merchant together with Mal McAuley and our South Australian member Brian Andrews.

At 3.00 pm, the museum's President, Dr. John Radcliffe welcomed the visitors and invited the Mayor of Bolivar, Mr. Evans to open the proceedings. After praising the museum's activities, the Mayor introduced the Leader of the Opposition and Member for Gouger, Mr. R. Steele Hall who congratulated the Executive Committee and members of the AETM on their efforts and declared the museum open.

After the ceremony, those present adjourned for afternoon tea and to inspect and photograph tramcars 1 and 381, the first and last electric trams built for Adelaide, which were on display outside the depot building. Inside the depot the remaining four trams and the three trolley-buses also received attention from the inspecting crowd during the afternoon.

The AETM is the smallest of the three Australian electric traction museums, having about twenty members,

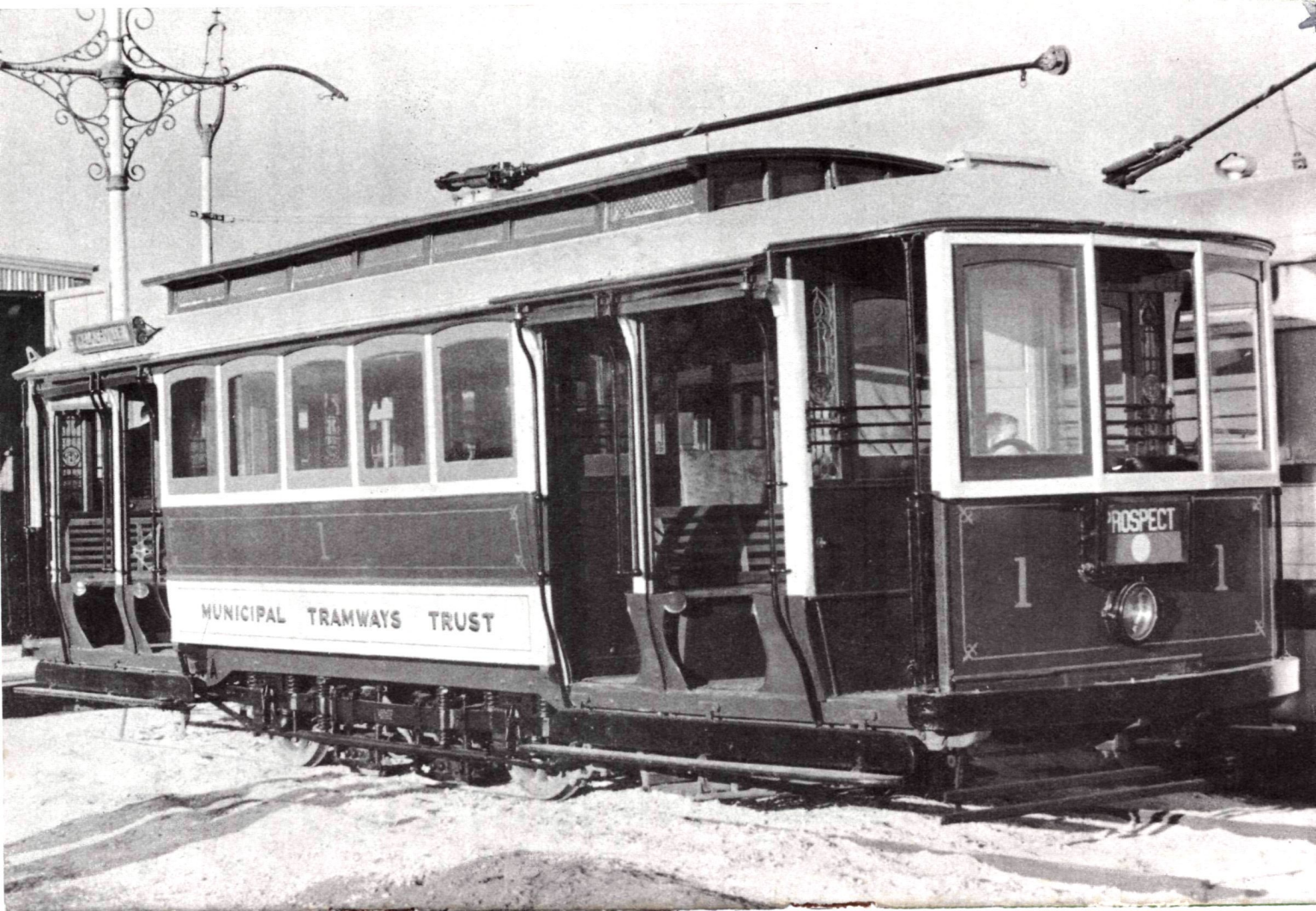


Opposition Leader, Mr. R. Steele Hall speaking at the opening. With him on the dais are Mayor Evans (left) and the Museum President, John Radcliffe.

while their work force rarely reaches five at any one time. Despite their lack of members, this active little group has completed a 50' by 105' depot with attached 14' by 28' storeroom/workshop, externally restored their signal box and Australia's first trolleybus, completely restored A class tram No. 1 which, on 30th November, 1908 became the first electric tram to run in Adelaide, and have commenced the restoration of F1 class dropcentre tram 282. Particularly praiseworthy is the varnished ceiling and woodwork in the saloon of 282, which must look just as it did when the car left Pengelley's works in 1928.

The museum will be open for inspection from 2 pm to 5 pm every Sunday. Unfortunately there is no public transport to the St. Kilda area while the nearest railway station is Salisbury, some six miles from the site. Visitors to Adelaide without their own transport should write to the museum's Secretary at Box 1468L G.P.O., Adelaide, 5001. It may be possible to arrange transport out to St. Kilda.

BACK PAGE: Adelaide Municipal Tramways Trust A class tram No. 1. has been fully restored by members of the Australian Electric Transport Museum. No. 1. was the car used to officially open the Adelaide electric lines on 9th March, 1909.



MUNICIPAL TRAMWAYS TRUST

PROSPECT

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