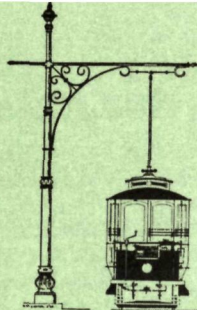


# TROLLEY WIRE

Magazine of the  
SOUTH PACIFIC ELECTRIC RAILWAY

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

TWENTY FIVE CENTS



OCTOBER 1967



BOARD OF DIRECTORS - 1967-68

The Directors of the new 1967-68 Board now occupy the following positions:

Chairman of the Board and Chief Engineer. . .	R. Clarke
General Manager . . . . .	R. Merchant
Treasurer and Assistant General Manager . . .	L. Gordon
Secretary . . . . .	V. Solomons
Assistant Secretary . . . . .	W. Tuffnell
Assistant Treasurer . . . . .	P. Kahn
Superintendent of Building and Works. . . . .	D. Rawlings

NEW RAILWAY COMMITTEE - 1967-68

The following members have been appointed to the Railway Committee: as

Chief Traffic Officer . . . . .	P. Kahn
Membership Secretary. . . . .	B. Parle
Chief Editor - Museum Publications. . . . .	K. McCarthy
Sales Manager . . . . .	N. Chinn
Archivist/Librarian . . . . .	N. Chinn
Supervisors - Building. . . . .	W. Denham
Track . . . . .	R. Cowing
Overhead. . . . .	M. Giddey
Mechanical. . . . .	R. Harvey
Electrical. . . . .	W. Parkinson
Signals and Communications. . . . .	N. Reed

Paintshop and Bodyshop Supervisors and a Tours Officer still have to be appointed.

MORE VANDALISM

During August the Museum was again visited by vandals. This time the target was our Chev. truck which was parked in the storage yard beside the depot. The distributor cap and rotor and part of the vacuum advance and retard mechanism were removed while the spark plug leads, petrol lines, battery cable leads and sundry other wiring had been neatly cut off.

It is interesting to note that at about the same time the adjacent electrified branch line to National Park lost a large number of rail traction bonds - the fourth time in less than two years - while nearly one hundred yards of fibro signal trough covering has had to be replaced after being deliberately smashed.

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COVER PHOTO: L/P class car 154 leaves the highway terminus bound for the southern terminus on the Museum's line on 28th May, 1967.

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New Series Vol. 8 No. 6

Issue No. 112

OCTOBER 1967

**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. 2001.

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:-

Richard Gilchrist-  
-183

He who does no more than for what he is credited, gets no more credit than for what he does.



Brisbane centre aisle car 180 during its trial run over all museum trackage on 15th July.

THE TOWER ON 99U

Our archivist, Norm Chinn, has supplied some information on the tower which graces our ballast motor, 99u:-

'The tower was originally Horse Tower Wagon No.14 which was placed in service in 1909 at a cost of £85. It was transferred to ballast motor 99 for use on the Sydney Harbour Bridge and it commenced service in this role on 30th October, 1933. After the closure of the North Sydney lines on 28th June, 1958 the tower was removed from 99 and sent to Randwick Workshops, 99 following on 7th August. The tower was replaced after the car had been donated to the Society on 7th October, 1958.'

ROCKHAMPTON STEAM TRAMS - THOSE APRON STRIPES

Further to the article on Rockhampton's steam trams in the February issue of "T.W." and the query regarding the apron stripes in the June issue, Ken McCarthy writes:

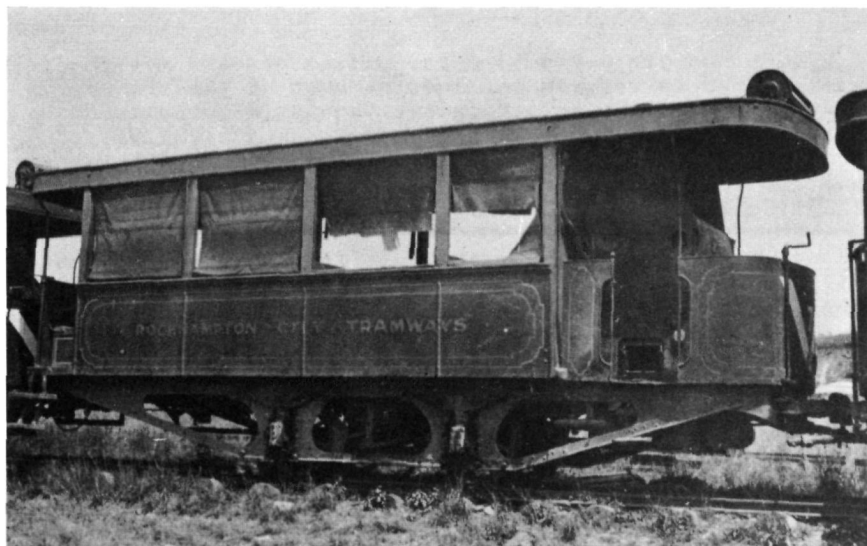
"Two schools of thought exist as to the purpose of the apron stripes on the Rockhampton steam power cars: 1) That the front apron of each single ended steam tram carried a "V" and the rear apron an "A" (or inverted "V"). This was to enable tram drivers to recognise the direction of travel of distant cars on single track sections. Three photos of car 7 in my possession seem to support this proposition.

2) That the "V" and "A" markings were carried as a route identification symbol to aid intending passengers. The photo on page 13 of the February issue showing cars 7, 8 and 5 in East Street seems to support this theory.

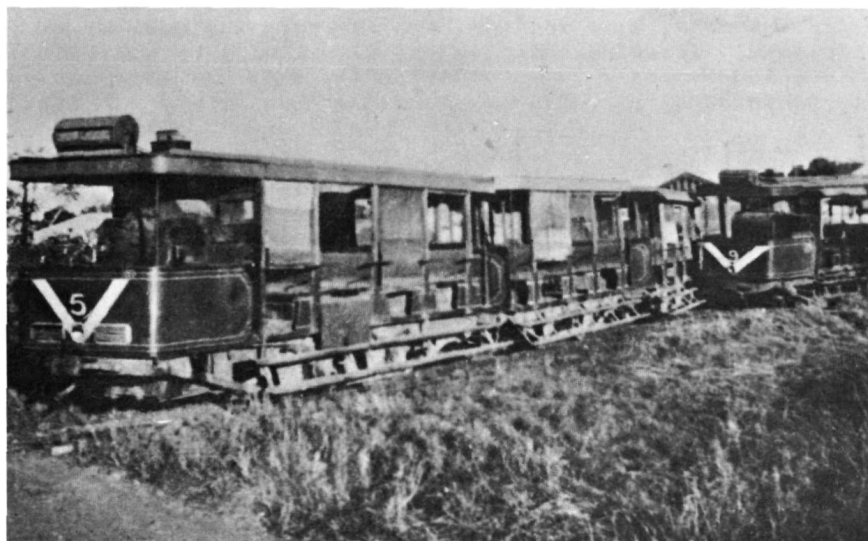
Pending further research it is possible that proposition 1) was in vogue on the tramway during the late 1930's, while the use of stripes as a route identification was employed during the 1920's.

Coke stages were provided at the Canning Street Depot and at Wandal while water standpipes were available at all terminals. From over a dozen photos in my possession it would seem that trams carrying "A" stripes heading north along East Street were bound for Canning Street via Archer Street, while those bearing a "V" terminated at Wandal. Unfortunately my photos of Gardens and Dawson Road cars are all of the pre-stripe period so I am unable to apply the "destination symbol" theory at present to cars bound for these southern areas of the city."

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After the Rockhampton system closed in June, 1939, the rolling stock was stored at the depot. The months of disuse were showing on motor No. 7 (above) when John Buckland took the photo in September, 1939. Ken Magor's photo (below) of motors 5 and 9 with two trailers also shows torn blinds and general neglect. The "V" stripes are prominent in both photographs.



TRAMWAY SIGNAL RECOVERED

On 9th September nine museum members motored to Plattsburgh to recover the last remnant of the tramway at Co-operative Junction, where the Newcastle to Wallsend tramline crossed the Wallsend Coal Company's railway line in a shared cutting. This last relic of tramway interest was the semaphore signal which protected "down" trams from tangling with trains on the coal company's line.

This signal was the only item which withstood the ravages of the eighteen years since the tramline closed. Even the road bridge over the cutting has been bypassed by filling in the cut.

The lattice mast was found to be half buried in fallen earth and an accumulation of grass clippings and rubbish, its broken wooden arm still giving the right-of-way to trams long gone.

An hours digging produced a few feet more mast and it was decided to cut it off at this level as further digging was proving difficult in the confined space with the threat of earth and rubbish falling into the hole from the side of the cutting.

Oxy-acetylene made quick work of cutting the mast which was then manhandled to the top of the embankment. After loading it onto a borrowed boat trailer, Dick Clarke headed for Loftus while the remaining members headed for Newcastle along abandoned railway and tramway routes. Despite the cold, damp weather, the recovery was made without incident. After restoration the signal will be erected along the Museum's line, although the site for this has yet to be decided.

B.C.C. 47

It has been reported from Brisbane that California combination car 47, which had been deteriorating beside the railway embankment at Milton Workshops for some years, has been moved into the workshops for restoration. When completed, 47 will join the other four cars in the Brisbane City Council preserved fleet.

MEETINGS

The next General Meeting will be held at St. Luke's Hall, 11, Stanmore Road, Enmore on Friday, 27th October.

Details of the Annual Open Day and Dinner to be held on Saturday, 9th December, will be forwarded to members as soon as they are finalised.





Co-operative Junction, Plattsburgh on 29th May, 1949. L/P 275 is crossing the coal company's railway bound for Wall-  
end. The Museum's signal can be seen in the centre back-  
ground.

Photo: Ben Parle



Dick Clarke (out of sight in the hole) cuts the mast while  
other members stand ready to haul it to the roadside.

### RECORD PATRONAGE ON GOULBURN TOUR



Planned as a short-notice substitute for our 60-class rail tour to Robertson, for which approval was not received, our tour to Goulburn on Sunday, 20th August attracted over 530 passengers, a record for a Society tour. Since 3830, one of the three green 38's, is shortly to be withdrawn, the plan was to use all three of these engines on a tour, the first time this has been done.

In contrast to the Belmont tour, and several other recent tours, the weather was fine and sunny for most of the day. 3830 and 3813 headed the crowded nine-car train out of Sydney and some attractive photos as well as some high speed running took place before Moss Vale was reached. Here 3830 was uncoupled, leaving 3813 to handle the train on its own, a task which proved no trouble as the sustained seventy-miles-per-hour-plus running indicated.

After lunch at Goulburn, streamlined class leader 3801, holder of the Newcastle speed record achieved on our tour in 1964, coupled up to take us back to Moss Vale. 3801 and 3830, the first and last of the class, posed side by side for photographers before coupling up to doublehead the train down to Picton via the picturesque Mittagong-Picton loop line.

At Picton 3801 was detached, leaving 3830 to haul the train on the last leg into Sydney, which was again covered at higher-than-average speeds. Altogether the day was a good demonstration of the capabilities of the 38 class, and all on board agreed they had definitely had their money's worth.

Our thanks go to the Department of Railways who met our requests with co-operation and efficiency, and to Laurie Gordon, Keith Seckold, Dale Budd and Vic Solomons who organised the trip for the Society.

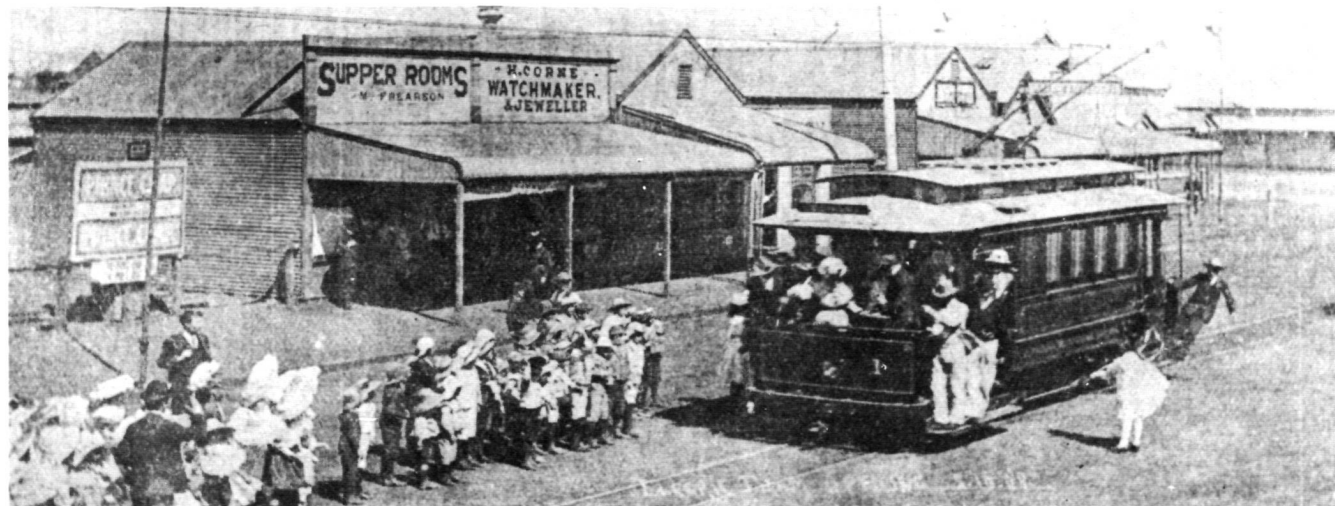
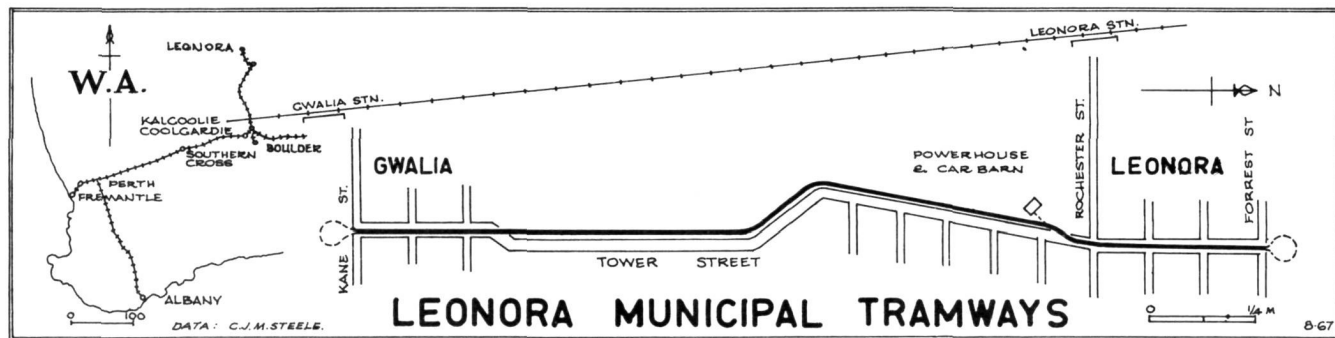
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OPPOSITE: 3801 and 3830, first and last members of the N.S.W.R.'s most famous and popular class of locomotive, pose at Moss Vale during our tour on 20th August, 1967. Both locomotives are slated for preservation.

Photo: Tony Eyre.







PRESERVED TRAMCARS No. 3

Although not preserved in the strictest sense, Leonora tramcar number 1 has escaped scrapping and has been set aside because of its historical value.

The twin towns of Gwalia and Leonora, located almost 200 miles north of Kalgoorlie in Western Australia, owed their existence to the nearby gold mines which only recently ceased production. The need for some form of public transport over the  $1\frac{1}{2}$  miles separating the two towns was realized early, so during October 1903 service commenced on a 3 ft. 6 inch gauge steam tramway of some two miles in length worked by diminutive saddle tank locos hauling double deck tramcar trailers.

With the installation of a small municipal electric generating plant at Leonora, the tramway was electrified



"Official Group, Opening of Electric Tram Service, Leonora" was the caption beneath this photo in Kalgoorlie's "Western Argus".

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OPPOSITE: Map of the Leonora line with details supplied by Chris Steele.

Although not quite clear in the photograph, it would appear that No. 1 had just broken through a ribbon held by two schoolgirls on its inaugural run through Leonora on 5th October, 1908.

Photo: "Western Argus" Kalgoorlie.

using the double overhead (trolley bus type) system, and a large single truck California combination tramcar, bearing the number 1, replaced the steam operation from 5th October, 1908.

A report released by Mr. C. Bircher of Kalgoorlie in April, 1909, on the performance of the new electrical undertaking, revealed that although the tram was running well, the track needed attention to enable full speed operation. Mr. Johns, the Leonora Electric Supply engineer, had accepted the plant from the contractors during November, 1908, but the traction load on the 43HP gas engine and 35KW dynamo proved too much during heavy operation on Saturday nights when it was generally necessary to turn off all street lights to satisfy the insatiable electric thirst of the tramcar.

Mr. Bircher recommended that an additional gas producer plant, a 54HP gas engine and another 35KW dynamo be purchased for the sum of £1,500, and that a further canvas be conducted in the towns to encourage householders to install electric lighting. The cost, at this stage, to produce electricity in Leonora was 5.3d per unit, and although the best that could be hoped for in the traction side was a slight clearing of expenses, the electric light business, which in 1909 showed a profit of £30 per month, could



Leonora No. 1 as it is today. From a Kodachrome by Laurie Gordon

be increased to return a profit of £130 per month if the capacity of the new generating unit was fully utilised.

As the large electric tramcar is believed to have proved destructive to the tight radius balloon loop at the Gwalia terminus, bodybuilders were soon at work converting the vehicle to an end loading saloon type, by the simple expedient of cutting off the end open portions.

Electric service ended abruptly during 1915 when fire wrecked the power house. By this stage the fortunes of the mine and town had deteriorated to a degree which did not justify the re-opening of the electric tram service. Accordingly a motor lorry, suitably fitted with flanged wheels continued operation of a sort along the tramway until final closure during 1921.

Car number 1, virtually complete until 15 years ago, now stands forlornly near the powerhouse, a mute reminder of what was once Australia's smallest and least known tramway system.

#### FLATCAR IDENTIFIED

After some careful checking and inspecting, we have at last identified our flatcar as former ballast motor 93u.

Built by the Meadowbank Manufacturing Company, 93u entered service on 6th February, 1913. It was a standard Sydney bogie dropside gondola, one of twelve similar cars built during 1912-13, and measured 41' 6" over bumpers and 7' 6" over side sills.

In 1916 a number of ballast motors were dressed with decorations to commemorate Allies Day and 93u was among those receiving this treatment. The work was carried out by Randwick Workshops and 93u was completed on 8th May.

As built, ballast motors provided the driver with little protection from the elements, only a small apron 1' 9" wide being provided. The remaining three sides were completely open but the driver did have a roof over his head! In 1919, 93u was fitted with "driver's protection" as seen in the accompanying photographs.

In the same year, 93u was fitted with a special cross member across the centre of the car (the bolt holes for this can still be seen in the decking) and coupled to 90u to carry sixty foot welded rails. This special duty lasted until 22nd December, 1921 when the cars were uncoupled.

93u went to Leichhardt depot to be fitted with floodlighting for advertising in September, 1937 and well-known brands of soap powder and automobiles were among the first products advertised in its new role.

Returning to more humble duties, 93u spent an uneventful life until 1958 when it was one of a number of ballast motors used to dismantle the tram tracks on the Sydney Harbour Bridge. It was also the last tram to run in the Wynyard tramway tunnels, the track being cut after it had cleared the tunnel mouth with a load of sleepers in July, 1958.

Returned to Randwick by "the Lizard" transporter during the early hours of 7th August, 1958, 93u went into storage in the Workshops yard until 1960 when the electrical gear, motors and cabs were removed. After being painted silver, 93u entered service as a flatcar hauling fabricated steelwork until rescued by the Museum and moved to Loftus to start a new life building and extending the Museum tramway.



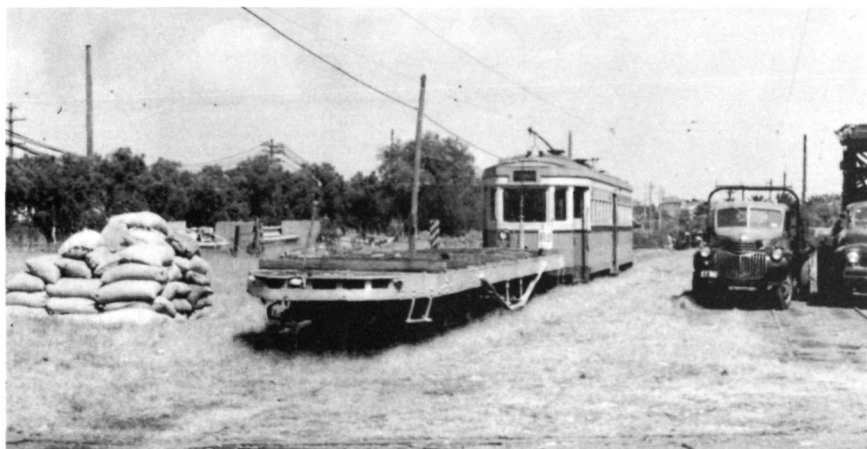
Last tram to run in the Wynyard tramway tunnels. The rails were cut as soon as 93u had passed.

Photo: Doug Greenwald.





93u running "wrong road" across the bridge during dismantling of the tramlines from Wynyard to North Sydney. 93u's No. 1 end was sagging even in July, 1958 when Doug Greenwald took this photo.



R1 1974 with cut down ballast motor 93u in the Workshops yard on 21st February, 1961.

Photo: Vic Solomons

BACK PAGE: 93u, in its role of advertising car, poses for an official photograph at Fort Macquarie Depot.



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