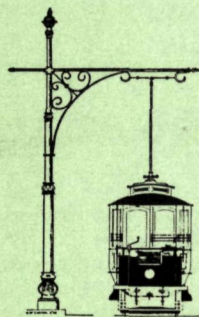


TROLLEY WIRE

Magazine of the
SOUTH PACIFIC ELECTRIC RAILWAY

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

TWENTY FIVE CENTS



DECEMBER 1967



around the depot....

The "S" bend in the middle of the highway extension was relaid to ease the original sharp curves during September. This has resulted in a smoother ride for our passengers and less wear and tear on our car wheels. The new alignment was brought into use on 24th September. Overhead Supervisor Mike Giddey had the overhead wire repositioned as soon as the new track could take the weight of 99u, our overhead line car.

The remaining spares from Randwick Workshops were delivered on 21st September. This final load consisted of two 27" wheel and axle sets, two 33" wheel and axle sets with the tyres cut through, ten 33" tyres and four compressors.

Russell Willis fitted a new handle of unusual (!) design to our mealroom refrigerator while we were in Brisbane. What! You didn't know we had a 'fridge? Where have you been for the last twelve months? It was donated to the Museum in December, 1966 by one of Ken McCarthy's friends and transported to Loftus by Brian Muston who also provided a new door seal. Bob Cowing supplied a secondhand replacement thermostat and the unit has been cooling away merrily ever since.

Three weekends of solid toil in October saw the completion of many jobs which had been put off due to lack of workers. All sleepers in the depot area have been stacked (about 500), grass mown (two sets of blades on the Victa), a white ant nest cleared out, reclaimed point covers stacked, while Peter Macdonald and Brian Muston carted load after load of rubbish to the dump in their utilities. It is even possible to walk down the depot aisles without tripping over! Dick Clarke splashed some much needed paint around the substation while Norm Chinn repainted the interior of the toilets. Even the nightcart blokes commented on this last improvement!

We have installed a bubbler on our tramway platform next to the waiting shed and it was in use on 19th November. It is of classic and familiar design and has been painted to match the waiting shed and lamp standard.

BACK PAGE: With the Pacific Ocean in the background, coupled L/P cars 163 and 149 depart from the balloon loop at Parnell Place, Newcastle bound for Waratah in February, 1950.

Photo: Ben Parle

COVER PHOTO: Brisbane centre aisle car 136 runs up Queen Street to pick up its passengers after the lunch break on Sunday, 1st October. A report on our Brisbane activities appears on page 7.

Photo: Bill Parkinson

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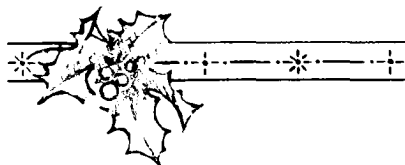
Editor: R. I. MERCHANT

Subscription rate (for non-members):
\$1.75 per annum, post paid.

NEW MEMBERS

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

Frederick Hungerford	184
Mark Gattenhof	185
Michael Millican	186



"Glory to God in the highest, and on earth peace, good will toward men."



CAR NEWS

The trolley bridge on Brisbane car 180 has been badly affected by dry rot and has been removed. It is hoped to fibreglass the roof of this car as soon as funds permit. Cost of materials is expected to be about \$100.

N 728 has been withdrawn from service due to armature bearing troubles in one motor. To remedy this, the motor will have to be lifted from the bogie - a not too easy job with our very limited facilities and restricted space.

E cars 529 and 530 were towed into the depot yard for the first time on 5th November. These cars were unloaded at the rear of the depot in March, 1957 and have never been moved into the yard over the intervening years. On this occasion most of the gear stored in 529 was removed to more suitable locations. It was found that the body deterioration is not as bad as we originally suspected.

PARK TRUST REPLIES

The Museum Board has received a reply from the Royal National Park Trust regarding our lease in which they confirm that our track must not be extended without obtaining permission and made reference to their letter to us dated November, 1956. A search of our files failed to produce the letter referred to, or any reply from us. The minutes of Board Meetings also failed to produce any mention of a letter from the Trust around this date. Our Secretary immediately wrote and requested a copy for our records.

The contents of the letter came as a complete surprise to the members of the Museum's 1956-57 Board who saw the copy. It contained the conditions of occupancy of our museum site quite different to those we had been verbally informed of at the time and, although the Trust was a difficult body from which to obtain firm agreements in writing at that time, we are surprised that they did not check with us when no reply was received from the Museum.

Needless to say, the Museum Board regards the matter of track extensions as most important and negotiations are being continued.

NATIONAL PARKS AND WILDLIFE SERVICE



On the 1st October, the Royal National Park came under the control of the recently legislated National Parks and Wildlife Service. The new legislation brings ten other National Parks, eight State Parks, six Historic Sites and forty seven Nature Reserves under the control of a Director who is directly responsible to the Minister for Lands.

The former Trustees of the Royal National Park will be retained as advisers to the new Service.

FACTS WE WOULD RATHER NOT KNOW DEPT.

Did you know that there are now more than fifteen operating tramway museums in the world and that the South Pacific Electric Railway operates over the shortest line of them all?

LATE NEWS

It has just been advised that our Chairman, Secretary, General Manager and Assistant General Manager will meet the Minister for Transport, Mr. M. A. Morris, at Parliament House on Tuesday evening, 28th November.



Left to Right: Vic Solomons, Laurie Gordon, Dave Rawlings, Mr. J. A. Ferguson, Bob Merchant, Mr. M. A. Morris, Dick Clarke, Mr. R. Jackson, Peter Kahn.

In tram: Norm Chinn, Doug Greenwald, Mr. M. R. Jarrett.

TRANSPORT MINISTER VISITS MUSEUM

On Wednesday morning, 25th October, the Museum was honoured by a visit from the Hon. M. A. Morris, M.L.A., Minister for Transport. Mr. Morris was accompanied by Mr. J. A. Ferguson, Chairman of the Royal National Park and the local member, the Hon. R. F. Jackson, M.L.A., Member for Bulli, who is also a member of the Park Advisory Board.

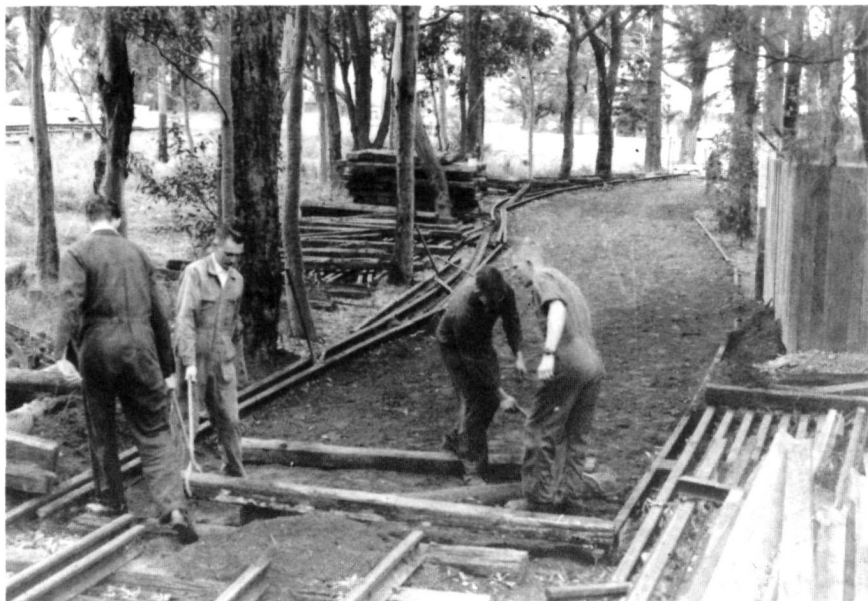
After introductions had been made, Mr. Morris inspected R 1740 and O 1111 standing in the depot yard before joining L/P 154 for a trip over the Museum's line. The Minister took the controls from South Terminus to a point near the substation where the party alighted to inspect the work that has been carried out in this area.

Joining 1111 at the highway terminus, the party travelled back to the depot yard for an inspection of the depot. Mr. Morris was particularly interested in car 948 which, despite its present use as a storage space for a large variety of items, had been made reasonably presentable for the occasion. Understandably the only passenger car not recognised by the Minister was F 393, the only car of its class to remain in original unaltered condition.

During the inspection many aspects of the Museum's operation were discussed while Mr. Ferguson made it clear that the extension of the Museum line through the bush was regarded very unfavourably by the Park. The Minister, however, expressed much interest in the progress made by the Museum and regretted that his visit was, by necessity, a short one.

Before his departure, Mr. Morris was presented with a copy of "Maitland Tramway Ventures" (Maitland is in his electorate!), back issues of "Trolley Wire" and a copy of the report on tramcar preservation prepared by Ken McCarthy for the UNESCO Museums Conference held in Sydney during September, 1966. Mr. Morris suggested a further meeting at his office so that various Museum matters can be discussed more fully.

All Museum Board members were present for the visit except Bill Tuffnell who was not able to arrange leave from his schoolteaching duties. Honorary Director Norm Chinn, Doug Greenwald and Bill Denham acted as traffic crew for the day.



Relaying the highway extension "S" bend during September.

The Chairman and Board of Directors wish all our
Members and Readers
A Merry Christmas and Happy and Prosperous New Year

BRISBANE, 1967 STYLE

SATURDAY, 30TH SEPTEMBER

A bright sunny Saturday greeted the arrival of some thirty members and friends who had left Sydney the previous night by road and rail for the SPER's second "Grand Tour" of the Brisbane tramway system.

Late running of the Brisbane Express delayed our arrival sufficiently for us to be caught in the crowds watching the annual Worana Festival procession and we discovered all trams across Victoria Bridge were being short shunted at North Quay - some at the Queen Street crossover, and others in North Quay, a surprising feature since tour cars were refused entry into North Quay, the siding being officially out of use.

After booking into the Hotel Canberra (railway side so we could watch the trains), our party set out for Light Street Depot. Further delays caused by people returning from viewing the procession resulted in the trams taking over half an hour to travel from Petrie Bight to the Valley, a journey normally taking less than five minutes.



"The Cornwall Street special working working line was used to return to the depot..."



"...a rather sedate run to Salisbury and return..."

Tour car 307, a dropcentre with plate frame trucks and with its side numbers and B.C.C. insignia above the windows, headed for the Albion Park racecourse loop after a late start from the depot. After shunting the loop, 307 ran to Ascot Doomben, negotiating the balloon loop before returning to Racecourse Road to shunt, then proceeded to Ascot Oriel Park and Clayfield before returning to the depot.

At Light Street, standard fourmotor car 437 (roller blinds, painted interior, wooden seats) was waiting to take us to Grange. With the Albion Road crossover out of use we were forced to use the Windsor Street crossover before returning to Stafford. A fast run along the single track in Richmond Street surprised several motorists who suddenly found a tram overtaking them. Then back to Windsor Street before running out to Chermside. After passing the junction of the abandoned Kalinga line, the motorman was able to "open 'er up" on the reserved track along Gympie Road, the last mile being covered well under normal running times. An equally quick trip back to Light Street concluded the afternoon's tour.

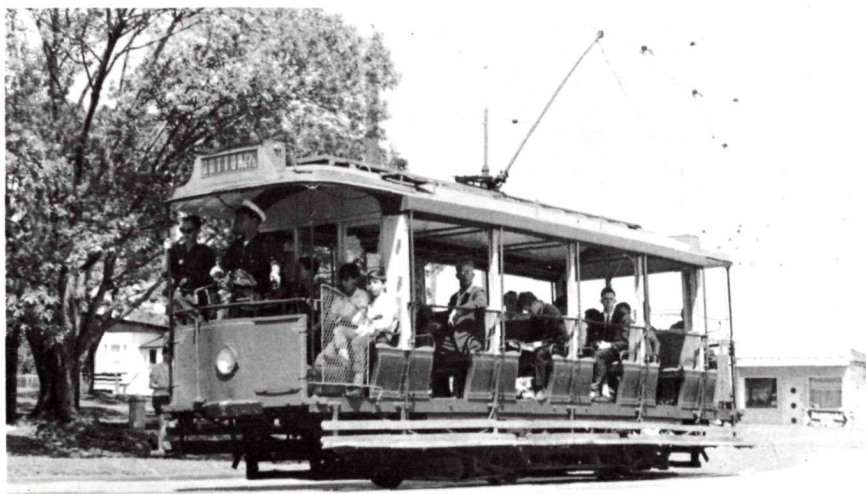
At 7.20 pm preserved single truck ten bench open car 65 lurched out of Ipswich Road Depot and made a surprisingly fast run to the North Quay crossover in Queen Street before heading out to West End. From West End we passed through the city thronged with festive crowds. Pas-

sengers on 65 joined in the Festival spirit by waving to passersby who waved back, honked car horns or just stared in amazement at what must have been an hilarious sight. The brilliantly lit little car bounced its way out to Ascot Doomben where time and flash photos were taken on the balloon loop, our activities causing a regular service car to run around the loop the wrong way on its return to the city. We followed this car back to the city before terminating our tour at Ipswich Road.

SUNDAY, 1ST OCTOBER

A little before 9.00 am we boarded dropcentre 307 at Ipswich Road Depot and headed for Vulture Street, West End via the Queen Street crossover. After photos had been taken we returned to Queen Street again before running out to Dutton Park. The Cornwall Street special working line was used to return to the depot where "Phoenix" car 552 was waiting to take us on a rather sedate run to Salisbury and return. We had requested car 554, the last car built for the Brisbane system, for this part of the tour but it had been withdrawn from service with electrical troubles.

A quick photographic trip to Dutton Park in car 65 preceeded a change to preserved handbraked dropcentre car 231, the first of her class and partially built at Sydney's Randwick Workshops. While awaiting the departure of 231 the depot staff kindly brought out scrubber 16, the former Sydney D class car, for photos. 231 then departed for Mt. Gravatt via Woolloongabba, returning to Woolloon-



"...a quick photographic trip to Dutton Park..."

Photo: Bill Parkinson

gabba to shunt before continuing to Belmont on what proved to be a rather slow trip. A vague working timetable together with some unrealistically short trip times forced us to abandon the proposed run around the 'Gabba sidings. 231 returned to the depot via O'Keefe Street and a change in car and crew was followed by a pleasantly fast run to Balmoral. The relief motorman gave 400 full power, startling passengers and motorists alike as the car romped along at an exciting pace. Regarded by many crewmen as the fastest tram in Brisbane, 400 is the black sheep of the fleet when it comes to appearance due to the set back destination boxes at each end. 400 was the first four motor car built, being constructed in 1938. In company with other early FM cars, 400 is fitted with double vertical roller blinds in the end doorways.

Back at Ipswich Road, we found our morning crew waiting with preserved centre aisle car 136 which we boarded for the trip back to Queen Street. At North Quay those on board left the car to seek a quick lunch while 136 proceeded to St. Paul's Terrace, returning some twenty minutes later to gather its load before continuing to Russell Street and the South Brisbane Station loop. Some surprisingly fast running through the city soon had us at the Valley where we met the "Scammel" breakdown wagon trying to reverse in Warner Street. As we neared Brunswick Street, an FM car, 471, passed, coasting downhill towards Light Street Depot, closely followed by a small tractor which had been called out from the Milton trolleybus depot to assist when the tram became defective while returning from Bardon. The tractor had then proceeded to push the tram through the city to Light Street. 136 continued along Brunswick Street to St. Paul's Terrace, along to Wharf Street and then on to New Farm Wharf. Returning to the Valley, 136 shunted at the T. C. Bierne



"...231 then departed for Mt. Gravatt via Woolloongabba..."



"...400 is the black sheep of the family when it comes to appearance..."

croosover where, no doubt due to the confusion over all the shunting and unusual workings, the conductor chose the wrong wire after reversing the pole; finding a trolleybus positive wire instead of the tram wire, much to the delight of the passengers. Our conductor must have been resigned to anything by that time since out of ten crossovers negotiated the pole had dewired eight times! Nevertheless after rounding Warner Street loop (again) 136 was taken to Light Street Depot to be changed for 482, one of the ten FM cars with short end doors.

482 proceeded to Russell Street, South Brisbane to turn before recrossing Victoria Bridge, traversing the little used Queen Street - George Street connecting line, and heading for Milton Workshops. The crossover on the short spur off the Workshops line, all that remains of the closed Toowong and Rainworth lines, was used to return our car to Roma Street before retracing our steps and heading out to Bardon. Along the Bardon line we passed the closed but still connected Red Hill line and the site of the fire destroyed Paddington Depot, now replaced by a supermarket (shades of North Sydney?). Our return from Bardon was via Adelaide Street and the little used Barry Parade line to the Exhibition loop at Gregory Terrace. After covering the full length of the siding, we headed for New Farm Park via Alexandria Street and Wharf Street, upsetting the signalman at Petrie Bight who thought he had all our movements worked out by this stage! By this time we were running about 35 minutes behind schedule so we returned to Light Street via Brunswick Street, negotiating the Warner Street loop for the third time before reaching the depot. A quick change of cars and we were off again.



"...a slow painful trip from Milton Depot to the Gardens..."

Photo: Mike Giddey

540, a car with full length end doors and varnished interior, was our car for the run to Enoggera, travelling through the city via Adelaide Street. Being so far behind our tabled time and with light failing rapidly, photo stops were few, resulting in a fast run and some regained time. 540 then returned to Roma Street before shunting and running out to Ashgrove. Along Musgrave Road the tram was brought to a halt while half the passengers disembarked for refreshments. The remainder proceeded on to Ashgrove, picking up the deserters on the way back to Light Street. Two quick trips followed, 136 to Ipswich Road Depot and 307 back to Light Street to return the cars to their respective depots.

No trips were organised for Sunday night but, after tea, many members made trips to various points around the system using all day excursion tickets purchased earlier that day. Eight members, changing trams at Woolloongabba after a run to Belmont, came face to face with the relief conductor who took our midday tour. He apparently doesn't understand tramfans; he couldn't comprehend anyone wanting to conclude a long day of touring by tram with a tram ride!

MONDAY, 2ND OCTOBER

On Monday morning, and while workday Brisbane came to life, several members went out to Milton Workshops to watch the burning of handbraked dropcentre cars 209 and 273 from vantage points on the railway embankment. 8.45 am and we were on our way again, this time in Brisbane's newest trolleybus, number 36. A slow painful trip from Milton Depot to the Gardens and on to the Brisbane Hospital loop was explained when the driver left the bus at the Valley signal box to report a defective bus. By the time we had

reached Elizabeth Street, bus 33 had arrived so the party transferred and away we went at a goodly speed to Stanley Bridge. Here a photo/refreshment stop resulted in the poles of 33 being hooked down to allow 11 to pass. A quick trip to Carina ensued with 11 being diewired in turn to allow 33 to pass. The now familiar poles down coast at Stanley Road allowed us to visit Seven Hills before returning to the 'Gabba, across Storey Bridge to Gregory Terrace loop before terminating at Central Station for lunch.

If members of the tour party had grown used to surprises they certainly weren't prepared for "Red Fred". "Red Fred", officially diesel railmotor RM 55, is the sole survivor of its class and the oldest railmotor in Queensland. It was one of ten built in 1930 on AEC 506 type truck and bus chasses, a type which had been successfully adapted for rail use by the Queensland Railways some years before. RM 55 had a 45 hp petrol engine and was fitted with an open type body having sides only to the top of the cross seats. The body was fully enclosed by 1935 for use in the cooler southern part of the state while the petrol engine was replaced by a 50 hp Gardner diesel in 1939, one of a number of the engines purchased secondhand from the Melbourne and Metropolitan Tramways Board. The railmotor was sent to Townsville in 1955 where it remained until May, 1966 when it was brought to Brisbane in a railway wagon. It was used on a local service out of Ipswich for a few months but now sees service only on special tours.

After a thorough inspection by its intended passengers, "Red Fred", together with PL 72, a matching trail-



"...waving a red plastic flag and ringing his handbell..."

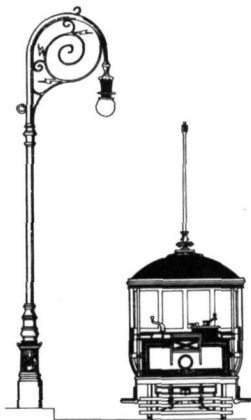
Photo: Mike Giddey

er built in 1930, set out for Woolloongabba railway yards via Corinda and Yeerongpilly. Our arrival at the 'Gabba startled motorists and we entered the yards preceeded by the familiar flagman waving a red plastic flag and ringing his handbell, the only protection afforded the road/rail crossings at this point. The motor and trailer headed for the recently closed loco depot and were turned on the turntable which is located some fifteen feet up in the air at the end of an embankment. The arrival and departure of two steam hauled goods trains provided members with a splendid opportunity for photographs with tram 136 standing on the parallel tramway siding. After leaving Woolloongabba, we returned to Yeerongpilly to turn on the triangle before heading east to Murarrie and the junction with the three mile long Bullimba Powerhouse electric railway operated by the Southern Electric Authority of Queensland. Waiting for us was their locomotive number 2, a Goodman converted mine loco, with a QR open platform coach to take us for a trip over this tramway type line. After a number of photo stops we arrived at Bullimba "B" power station where we refreshed ourselves in the canteen and inspected our train. On the return journey a stop was made to inspect the first electric locomotive to operate on the line, a Baldwin-Westinghouse steeple cab now out of regular service. Our car was propelled back to Murarrie and we transferred to RM 55 for the trip back to South Brisbane Station. Here we left "Red Fred" in the hands of curious station staff, collected our baggage and boarded the "Limited" for Sydney.

We would like to express our thanks to Laurie Gordon and Vic Solomons for organising our weekend tours and to the BCC, the QR and the SEAQ for their co-operation in providing us with a very successful weekend.



"...locomotive number 2, a Goodman converted mine loco, with a QR open platform coach..."



A CENTURY OF N.S.W. TRAMCARS

By K. McCARTHY and N. CHINN

VOLUME 2

THE ELECTRIC ERA

1903 — 1908

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