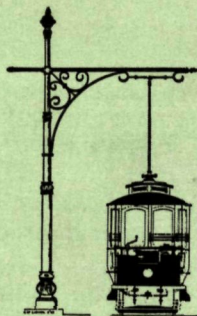


TROLLEY WIRE

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 1968



help !

The Museum work force desperately needs the assistance of members in three major works projects being undertaken at Loftus.

The depot is to be rebuilt, preliminary work has already been undertaken but we still need several members to assist.

The depot junction pointwork is presently being rebuilt. Remember --- this work must be completed before we can begin regular running of interstate cars on our system.

The Brisbane car, 180, needs a lot of time spent on it to strip off all the paint, inside and out, before minor repairs to bodywork and electrical etc. can be carried out.

The regular workforce (all five of them....yes, FIVE of them) would be grateful for your help.

ELECTION OF DIRECTORS

The ninth annual meeting of the South Pacific Electric Railway Co-operative Society Limited will be held at 8.00 pm on Friday 28th June, 1968 at a venue to be advised.

Any shareholder wishing to stand for election to the position of director should satisfy the following requirements:-

1. He must be a financial member with all current museum financial requirements fully settled.
2. He must lodge his nomination with the Secretary at Box 103, G.P.O., Sydney, 2001 by 31st May, 1968, bearing his own signature as well as those of a nominator and a seconder, both of whom must satisfy the requirements of part 1 above.
3. Those nominating for election, as well as the nominator and seconder must be 21 years of age or over on 31st May, 1968.
4. Shareholders nominated must be prepared to stand for any position on the Board.

Three directors are retiring in accordance with the rules of the Society.

COVER PHOTO: E cars 530-529 turn out of Elizabeth Street into St. James Road, Sydney, bound for Watson's Bay on their last day in passenger service on 29th April, 1956. These cars entered service on 29th December, 1902 and were among the longest serving of the Sydney fleet.

Photo: Ben Parle

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NEW MEMBERS

The Board and Shareholders
welcome the following mem-
bers to the Museum:-

Graeme Jones	189
Peter Finch	190

While the cat's away, the
mice will play.



3135 heads a train out of Liverpool. This familiar scene will disappear with the introduction of electric services in May.

EXIT CAR 100

On October 31st, 1954, all passenger cars, except heavy interurban 100, on the 90 mile Waterloo, Cedar Falls and Northern Railway in Iowa, U.S.A., were destroyed in a car barn fire. This remaining vehicle continued restricted service on the line until the closure of passenger operation on February 19th, 1956 when it was donated to the Iowa Historical Railway Museum group and removed to the 16 mile, electrically operated Southern Iowa Railway linking Moravia and Centerville, where the group was able to run the car on periodic excursions.

The dismantling of overhead wiring from 11 miles of the line near Moravia during 1966 truncated the extent of the route available to car 100. This move was dictated by the inability of the money earning electric freight motor cars to traverse the rough trackage on the section. A burnt out trestle on the remaining electrified 5 mile portion out of Centerville caused the closure of this section of main line after November 11th, 1966.

To ensure the active preservation of 100, the Museum group sold their treasure for a nominal sum to the 11 mile electric freight line, Iowa Terminal Railroad (once known as the Mason City and Clear Lake Railway) for use as a private car for carrying directors and shippers on special jaunts.

This 45 ton interurban was built by McGuire-Cummings in 1915 for parlour-buffet-observation service and



WCF&NR car 100, on a tour in March, 1956 coasts down a street in Waterloo, Iowa.

Photo: Steve Maguire

remained largely unaltered for its 50 year life although during 1928 its large open rear platform was enclosed. The ITR seemed proud of its newly acquired acquisition as it was immediately renovated at a cost of \$5,000 during early 1967.

The reprieve for this car proved to be of short duration for on November 23rd, 1967, a fire in a nearby timber yard was fanned by a stiff breeze towards the building housing car 100 and by the time the local fire brigade arrived on the scene the railway shops were a mass of flames.

Car 100, together with five other items of rolling stock and a large quantity of spare parts were all destroyed and although three serviceable electric locos are still on the line, the loss of plant could well cause the early dieselisation of the ITR.

--"Railroad", "Trains", "Electric Interurban
Railways of America".

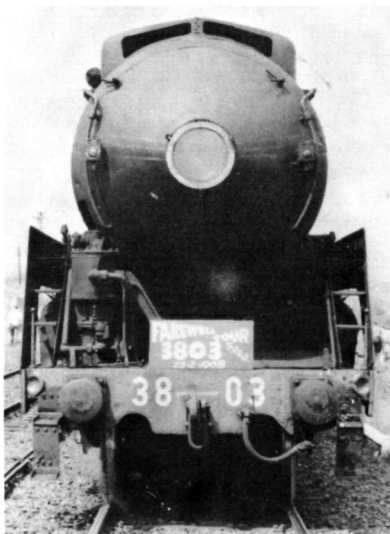
TWO QUEENSLANDERS FOR NEW ZEALAND

Alderman Harvey, Chairman of the Brisbane City Council Transport Committee, handed over two Brisbane trams to Saul Goldsmith of the Wellington Tramway Museum at a brief ceremony at Milton Workshops on 21st February. The two trams are dropcentre 236 and centre aisle car 133. 133 was stored for some years at Ipswich Road Depot and had been offered to the Tramway Museum Society of Victoria who advised that they were not able to accept the car. The BCC then wrote to Wellington who agreed to ship the car with 236 to New Zealand.

During his short visit to Brisbane, Saul Goldsmith appeared on a number of TV programmes, one channel even resurrected an old film of him campaigning to save the trams in Wellington; and received press coverage in Brisbane and Sydney.

Saul has managed to arrange for free transport of the two trams to the shipside, insurance premiums have been donated, a customs agent is providing his services free, harbour dues will be waived and the trams will be loaded without charge. The Union Steamship Co. of New Zealand has offered a 50% reduction in freight charges while a Gold Coast motel chain has offered to pay the remaining freight on one of the cars in exchange for advertising on the tram when it commences operation across the Tasman.

The construction of the trucks under the two cars is such that the gauge cannot be altered to the Wellington gauge of 4 feet and the WTM will be required to lay a third rail to 4' 8½" before these newcomers to their fleet can be operated.

5 LOCOS AND 595 PASSENGERS

Twin jets of steam pierced the Sunday morning quiet as two streamlined 38's backed onto their twelve car train at Sydney Terminal Station. Many eyes watched as the vital link was thrown over the hook and screwed tight. A not uncommon operation, yet on this occasion it attracted more than common interest.

The occasion? SPER was going to Dungog, 151½ miles away on the lower North Coast line. The people watching the two streamliners couple up were witnessing another chapter in the decline of steam power; never again would there be two streamliners to couple to a train, for 3803, the last of

the five streamlined members of the 38-class in regular service, would be withdrawn at the end of February and only the class leader, 3801, would remain, to be used on special workings only.

3801 led to Wyong where 3803 took the lead to Broadmeadow. Six photo runs precluded any speed records although the higher speed boards were matched on a number of occasions but not without difficulty as 3801 was steaming very poorly.

3531 and 3501 replaced the 38's at Broadmeadow while 6041 with a LUB set pulled into the back platform and heralded the spectacular action to come --- parallel running on the four track main line to Maitland. The two 35's maintained a steady speed with their 521 ton load while stoker equipped 6041 made easy work of its 200 ton load as it hurried past then dropped back for another run. The new highway overpass at Tarro was put to good use for a dual photo run.

Rutherford was awakened as the passengers said farewell to the Garratt and rejoined the 35's for the run over the winding single track to their destination. 595 passengers somewhat crowded the hillsides for the photo runs but Wallarobba tunnel provided one of the best photos of the day.

The usual crowd watched the locos turn on the little-used Dungog 'table and with 3501 in the lead the

train retraced its steps to Broadmeadow. At Broadmeadow, the 38's once more backed on and with 3803 in the lead, set off for a fast non-stop run to Hornsby.

Sunday, February 25th had been an enjoyable day. Sunny weather, good running, a Garratt on a passenger train, steam on the North Coast. Yet the excitement was not over, for on the climb up Cowan Bank the coupling between the first and second carriages broke and the two locos with one car showed remarkable acceleration up the hill and out of sight. The train was soon rejoined and continued on to Sydney.

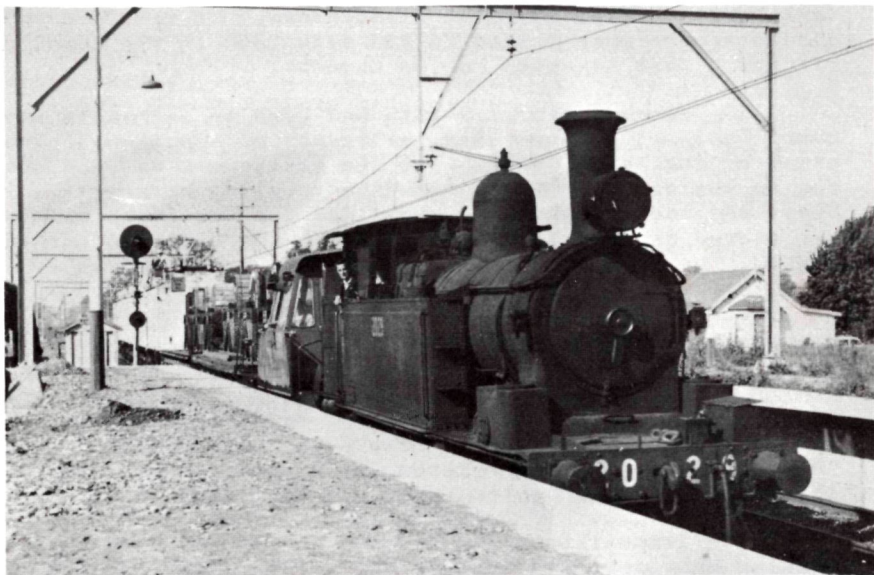
CAMPBELLTOWN ELECTRIFICATION

Saturday, May 4th, 1968 will see the extension of electrification to Campbelltown, 32 miles from Sydney on the main southern railway. This event will coincide with the declaration of Campbelltown as a city, which itself coincides with the centenary of the municipality.

Campbelltown was founded in 1820 by Governor Lachlan Macquarie and the railway reached there in 1858 being extended the 12 miles from Liverpool. A roadside tramway was opened from Campbelltown to Camden, 7½ miles to the west, in 1882. Traffic was light, freight being mainly milk and other rural produce. A coal loading plant was opened at Narellan in 1941 on the Camden line which had been realigned and upgraded in 1901, the plant serving mines in the Burragorang Valley. This traffic proved difficult to handle over the sharp curves and steep grades of the Camden line and eventually coal loading plants were opened at Campbelltown and Glenlee, 5 miles south and the Camden line closed at the end of 1962. The heavy export coal traffic from these plants is the main reason for electrification, which will actually go to Glenlee, although there is a growing passenger traffic. Wide suburban stock will operate to Campbelltown.

The small loco depot at Campbelltown is home to 2029, a standard goods engine and one or two C30 tanks, all for local workings. The X200 and 2 two-car diesel railcar sets are also stabled at Campbelltown. Through peak hour trains from Sydney are powered by C32 class steamers which were specially fitted with 6-wheel tenders for turning on the 50ft turntable. The table became unservicable in December, 1967 and for the past few months locos with bogie tenders have been used, either returning light, tender first, or going to Picton, 19 miles south to turn. The depot will close with the opening of the electrification.

The electrification and associated works have introduced new concepts into Australia. Twin contact wires



2029 propels the wiring train, complete with rail tractor X201, into the works siding at Ingleburn.

are suspended from a catenary wire and all are weight tensioned. Independent masts with lightweight arms have mainly been used and these were placed in position in one operation by a work train. High frequency track circuits are being installed and the new Campbelltown signal box will have a route-setting panel. Silicon rectifiers have been installed at the new substations at Macquarie Fields and Glenlee and these are mounted on oil-cooled bus bars integral with the main transformers.

Wiring trains have been powered by X200-class rail tractors which however, proved too slow when running from and to the base at Ingleburn. As a result the sole remaining Z20-class tank loco, 2029, which is stationed at Campbelltown has been used to haul the trains, the X200 included, to and from the work areas.

Power was switched on at Macquarie Fields substation and the overhead livened as far as Leumeah section hut on March 8th and first trials were held on Monday 11th, when two 46-class locos hauling the overhead inspection car made runs over the line. The first suburban train set ventured out on Wednesday 13th. On March 18th, the two 46's going out for trial runs were requisitioned to haul the 'Spirit of Progress' to Sydney from Cabramatta, near Liverpool, following a series of breakdowns on the way from Albury.

PRESERVED TRAMCARS No. 4

Four wheel Birney Safety Car no. 218, a 1924 product of the St. Louis Car Co. of the U.S.A., has not yet joined the ranks of conventional preserved tramcars, but has escaped destruction since its disposal by the Melbourne & Metropolitan Tramways Board in 1957 by being used as a playroom by the junior pupils of the Burwood School for Deaf and Dumb Children in Melbourne. In this guise the car has been retained in a structurally complete condition on wheels and truck.

All eight Australian Birney tramcars were delivered from U.S.A. during the 1924-25 period when the construction boom for these lightweight one-man operated trams was drawing to a close, and it has been stated by reputable sources in U.S.A. that a strong possibility exists the cars were not newly constructed but were thorough rebuilds of earlier repossessed Birney trams which had entered service several years earlier in U.S.A.

Car 218, with a similar Brill product, no. 217, entered service on the short Hawthorn Bridge to Power St. shuttle service during June, 1924. This working was a short arm off the main trunk Batman Ave. (City) to Wattle Park and Burwood lines of the former Hawthorn Tramways Trust,



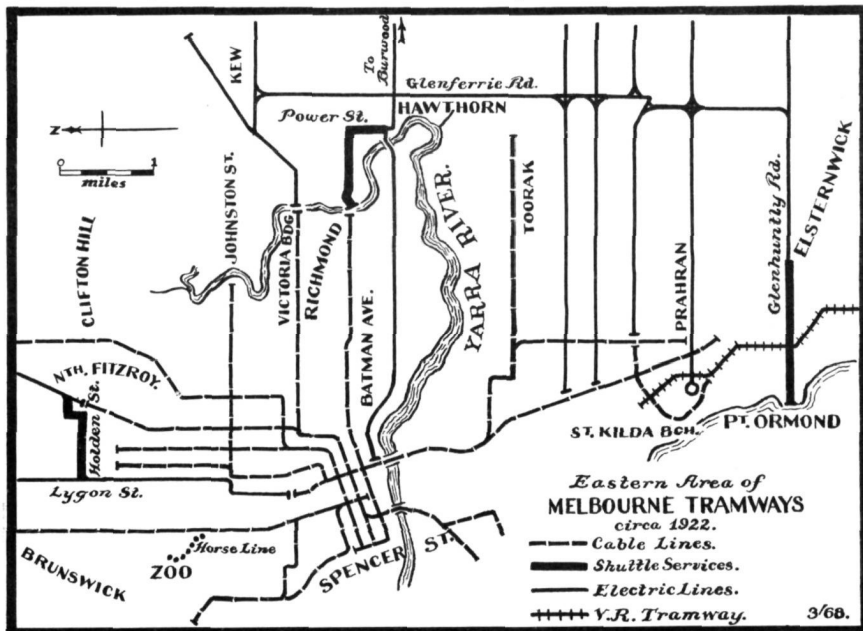
218, St. Louis Car Coy. built Melbourne Birney car stands at the Point Ormond terminus of the Point Ormond - Elsternwick shuttle line on which it ran for many years.

which provided a link with the Richmond terminus of the former Melbourne Tramway and Omnibus Company's Flinders St. cable tramway.

At this time the M.&M.T.B. conducted experiments with Fischer bow collectors and as subjects in this experimental flirtation, cars 217 and 218 had their dual trolley poles replaced by bow collectors just three months after entering service. With the electrification of the Spencer St. to Richmond cable line in December, 1927, the Birney cars were withdrawn from the Hawthorn line as the shuttle became a segment of the new through electric service.

Car 218, with 217, fitted with single trolley poles appeared during 1928 on the Elsternwick to Point Ormond "cross country" line, their venue of operation until withdrawal from regular traffic in 1955, although in later years other single truck saloon tramcars as well as bogie vehicles during busy public holiday periods when the service was extended further afield, shared the task with the diminutive Birney cars.

Figures for the Hawthorn bow collector period, however, are not available but Mr. T. Strickland, the then Chief Engineer of the M.&M.T.B. revealed the following costs in his paper read at the March, 1934 Australian and New Zealand Tramways Conference when he compared statistics of the



Map showing areas of operation of Birney cars 217 and 218.



Grip car and trailer wait at Hawthorn Bridge, terminus of the Flinders Street cable line, for the arrival, at the opposite side of the bridge, of the Power Street shuttle electric car.

Photo: (Late) A.G. Renwick

three cars then working trials with Fischer Bow Collectors on the Holden St. line at Fitzroy (since 1931) with other collection methods.

Trolley wheels--Footscray system.....	7d per 1,000 ml.
Trolley shoes--Footscray system.....	7d per 1,000 ml.
Fischer bow plates at Holden St.....	23d per 1,000 ml.
Trolley wheels--Main Melbourne lines...	12d per 1,000 ml.

Since 1957, car 218 has brought pleasure to the pupils of the Burwood school, but like the four Sydney trams which once served a similar purpose at the Glenfield Special School near Liverpool, N.S.W. and which soon lost their lustre and novelty value, the Birney car is available for disposal. Recently the Tramway Museum Society of Victoria has offered the car to U.S.A. museums in order to interest them in preserving this gem... what is believed to be the one and only electric tram produced by the St. Louis Car Company to reach these shores.

- "Australian & N.Z. Tramways Conference - Minutes of March 1934" - "Destination City" - Traction Pub.

CAR NEWS

93u. The frame and coupler brackets of the No. 1 end of flatcar 93u have been repaired, although the decking has yet to be replaced, and it can now be towed from either end.

N 728. The No. 1 end bogie from 728 was replaced on March 9th, minus motor, which is still undergoing repairs. The motor suspension bearings have been re-metalled and a new pinion manufactured. The armature bearings are now receiving attention.

180. Some progress has been made on restoring 180 with the interior receiving the main attention.

P 1497 This car has been externally undercoated and work will continue until both the interior and exterior have been repainted and varnished.

around the depot....

Work continues on upgrading the main line. Re-aligning and repacking has now progressed from the culvert near the Princes Highway terminus to the waiting shed. A new set of points is being assembled for the depot junction and the crest of the hill at the junction will be lowered when this is laid in.

Plans have been completed and preliminary work started on rebuilding the depot. A new mealroom and a workshop will be provided and the roof raised to accommodate overhead wires.

The Australia Day weekend saw a gratifying number of interstate visitors to the museum, including several members and their friends from Victoria, other visitors from South Australia and from Queensland and one chap from a cruise ship from London. He had come ashore in Sydney early on Monday morning and headed straight for Loftus where he spent an enjoyable morning before returning to the ship to continue that night for Brisbane!

On Saturday, 9th March, Electrician's Mate First Class, Vernon D. Winn from the visiting U.S. Coastguard cutter "Eastwing" paid a call at Loftus and was conducted around the depot and given a turn at driving 99u which was out in work service that day. Vernon is a member of a kindred organisation in Washington, D.C.

The ex-Potts Hill rail stack continues to grow

OPPOSITE:

134s, F 393, N 728, and L/P 154 stand beneath the existing depot facade which will disappear as the rebuilding work gradually erases the existing outline.



at Loftus. Our thanks go to those members who are undertaking the difficult loading and unloading operations and to John Muston without whose help the job would have been impossible on several occasions.

TRANSPORT MINISTER ADDRESSES MEETING

On Tuesday 19th March, the Museum was proud to have the Hon. M.A. Morris, M.L.A., Minister for Transport as guest speaker at its General Meeting. Some 150 members of the Society and kindred enthusiast groups were present to hear Mr. Morris speak about transport from a governmental viewpoint.

The Minister outlined current developments in public transport in N.S.W. and indicated that rail transport, including light railways and rapid transit would be featured in future transport policy.

After speaking for about half an hour Mr. Morris invited questions and a lively session followed which occupied a full ninety minutes. Many of the questioners offered constructive criticism of various transport services and the Minister asked for more details to be sent to him in writing, mentioning that many ideas received from members of the public had already been implemented.

An enthusiastic vote of thanks was followed by the screening of "The Elephant Will Never Forget", a classic film on London trams, which the Minister stayed to watch.

Our thanks go to Mr. Morris for giving up his time to address the meeting, and for answering so many questions. To be able to question a Minister in this way is a rare privilege and one of which we are most appreciative.

BRISBANE NEWS

Ipswich Road Depot is being altered to provide accommodation for buses in the building. The three tracks on each side, numbers 1, 2, 3 and 26, 27, 28 are being removed and the remainder shortened and a 'U'-shaped roadway constructed.

It has been stated that the tracks being removed are surplus to requirements yet 400-class cars are in open storage on the scrap tracks at Milton Workshops.

Work on the new Victoria Bridge progresses without any firm statement being made regarding tramlines on it although with a Sydney style rundown in progress, little doubt remains as to the future of the south side and Queen Street trams.

CENTURY II

As reported earlier, our second volume went to press on 18th December, and we are now able to announce that page proofs have been returned to the printer and it is expected that the book will be available in May.

OUR LITTLE BIRD WHISPERS AGAIN

Despite statements made by the Department of Government Transport last year that Sydney's double deck bus fleet would gradually be withdrawn, Sydney will have double-deckers for many years to come. Recently the Minister for Transport, Mr. M.A. Morris, announced that 75 seat double deck buses of modern design will be ordered to replace the present ageing fleet.

Our little bird has whispered that a Leyland Atlantean has been imported, possibly secondhand but painted Sydney green and cream. It is under wraps and is right outside the General Manager's office at one of Sydney's large motor vehicle distributors.

FORTHCOMING TOURS

The Society's next rail tour is set down for Saturday, May 11th, 1968. It is proposed to run a 32-class to Nowra but this is still the subject of negotiation. Final details will be circulated when available.

Due to uncertainty as to whether the Ballarat and Bendigo tramways will still be operating in October, it is proposed to go to Brisbane again this year on the N.S.W. Labour Day holiday weekend as this will undoubtedly be the last opportunity to cover the whole system.

In our next issue....."HOLD ON FOR THE CURVE"

Recently SPER member Dale Budd made a flying visit to San Francisco where he spent several days riding and photographing the city's transport services. Starting in the June issue, "Trolley Wire" will present a two part report on this fascinating city, where an 80 mile per hour rapid transit system is under construction while at the same time plans are in hand to extend the 95 years old, 9 mile per hour cable tramways.

Don't miss the next issue of TW, for a fully illustrated article on the Washington and Mason Division of the Municipal Railway of San Francisco -- otherwise known as the San Francisco cable car system.

BACK PAGE: Garratt 6041 makes light work of its 200 ton train as it overtakes 3531 and 3501 and the tour train on the four track main line between Waratah and Maitland.

