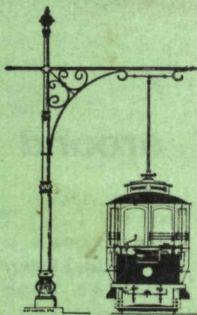


TROLLEY WIRE

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 1968



around the depot....

The concrete footings for the depot rebuilding have been completed down the eastern side, across the front and halfway down the centre of the existing structure. The toilet block will have to be moved so this work can be completed and to this end a new concrete floor has been laid down between the substation and the storage yard. Bob Cowling has been cracking the whip on this work.

N 728's GE 90 (No. 1 end motor, in case you're wondering) has been completely overhauled, reassembled and tested. It now only requires the bearings to be remetalled to have this job completed. In the interim, 728 was taken for a "one motor only" trial run and was found to operate quite successfully up the hill from the South terminus. Consequently, the car has been passed for limited service and it recommenced passenger carrying duties on 7th July. During the car's enforced sojourn in the depot, the oppor-



The external walls of the mealroom and workshop on 28th April, shortly before the framework was sheathed with iron.

COVER PHOTO: Twenty years ago, in August, 1948, 'O' class cars 1050 and 1004 pass beneath the railway bridge at Burwood Station. The trolley wire at this point is only 12'9" above rail level. The isolated Enfield system closed on 21st August, 1948.

Photo: Geoff Johnson

TROLLEY WIRE

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NEW MEMBERS

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

Danny Urbas	194
Garry Ford	195



Give me the ready hand
rather than the ready
tongue.

tunity was taken to replace the standard trolleybase with the self retrieving base formerly fitted to F 393.

Bill Parkinson has completed overhauling our spare GE 247A motor in preparation for giving P 1497 the "complete treatment" while it is being repainted.

Peter Macdonald and Phil Parker are still slogging away at 180. Some five colour schemes, going back to the original chocolate with gold lining, have been found on the side panels. Blue, green and yellow have been found above the windows but we are still not certain which of the lower panel colours goes with these. One lower side panel has been removed and Peter, with the able assistance of a workmate, Ray Murphy, has had the rust cut away and a new piece of plate welded in. The fibreglass has been purchased ready for an early start on recovering the roof.

We have recently had the pleasure of meeting two visitors from the U.S.A.; Ken Latham from Virginia who was on R & R from Vietnam, and Hugh Williams of Chicago, a member of the Illinois Railway Museum on leave from the U.S. Navy in the Phillipines.

71...a Newcomer from Brisbane.

At 8 am on 24th June an Oshkosh tractor with a lowbed trailer moved out the rear gate of the Brisbane City Council's Tramway Workshops at Milton, turned into Coronation Drive and began a 642 mile journey to Sydney. Chained to the lowloader was an altered but still recognisable open tramcar sporting fully enclosed green painted cabs, the remainder being grey with red lining. Former single truck advertising car number 71 was moving through the streets of Brisbane for the last time.....

The Museum first applied for car 71 together with a number of other cars early in 1967 but this application was unsuccessful. Two of the cars requested (47 and 231) were to be retained by the BCC Transport Department and the remainder, including 71, were still required for traffic and would not become surplus for quite some time.

Bob Merchant and Brian Muston, on their annual vacation in Brisbane, called into the Workshops a few days after Easter to enquire into the availability of spare parts for the Museum and were surprised to learn that instructions for the scrapping of 71 had been issued a few days earlier. After making their enquiries, the matter of 71



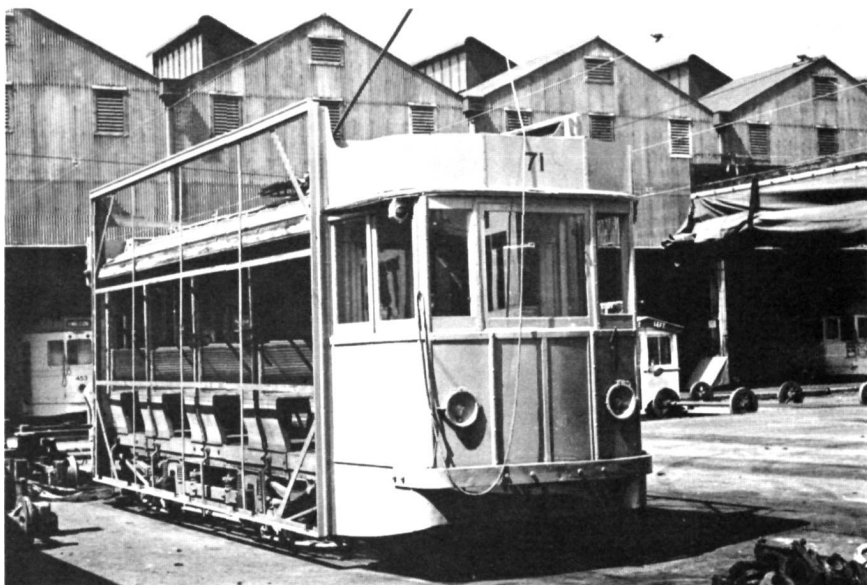
On advertising duties in Queen Street, 71 is running from South Brisbane Station to the Valley in September, 1966.

Photo: Dick Jones

was raised and they drew attention to the fact that the SPER had submitted an application to preserve the car. It was not possible to give an immediate answer to their enquiries and they arranged to call back before returning to Sydney.

Just one week later, while renewing acquaintances at the Tramway Inspector's office in Wickham Terrace, Bob received an urgent phone call from Milton advising that Mr. Baker, the Workshops Engineer wanted to see him and could he make it 3 pm that afternoon? He was told that work on scrapping 71 had been stopped. If Council agreed to donate the car to the Museum, could it be moved within a fortnight? Two elated members thought it could and agreed to give him a firm decision next morning. A trunk call to Laurie Gordon in Sydney confirmed that everything was OK at Loftus and the car could be accepted. Arrangements were made for a fresh application to be sent to the BCC immediately.

After giving the Engineer an affirmative decision, Bob and Brian checked 71's details with Tom Jessor, the Workshop Superintendent and inspected the car. The side advertising hoardings and various cab fittings and glass



Between advertising assignments, 71 stood in the yard at Milton Workshops and this view taken on 4th October, 1965 shows the construction of the hoardings which hid the unaltered cross bench interior.

Photo: Dave Rawlings

had been removed while all bolts and brackets holding the body to the truck had been marked with chalk for cutting. It had been a close call!

A list of parts and fittings which would be required to restore the car to its original condition was drawn up after which car 47 was inspected in the paintshop. Here it was learned that various items in the combination's restoration had been obtained from a similar car at Red Hill. It might yield some parts for 71. Well, nothing ventured, nothing gained and nightfall found our two lads sawing up the shell

sawing up the shell of a combination car in the grounds of the Red Hill kindergarten. Permission had quickly been given for the car to be demolished so they had borrowed a saw and started right away while the kindergarten staff reassured the youngsters that the two men chopping up their old tram were doing the right thing! The demolition work was completed a few weeks later by Brisbane enthusiasts John Hoyle and Brian Martin with Brian delivering the recovered aprons to Milton in his station wagon for shipping with 71.

Meanwhile, in Sydney work was pushed ahead to



On 29th July, 1967, only a few days before being withdrawn from service, 71 waits at the Workshops gate for her crew. The advertising by BTQ-7 for "Batman" was the last contract assigned to the car.

Photo: John Hoyle



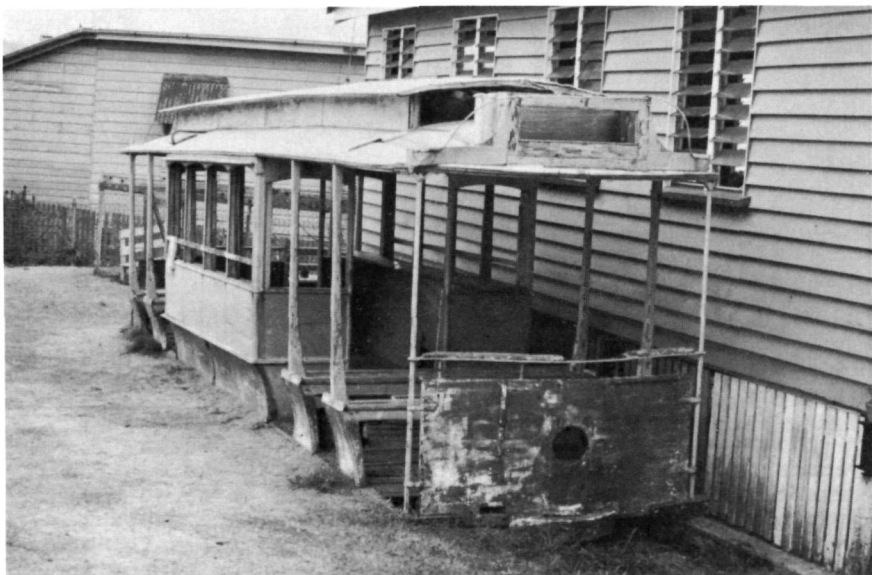
Flanked by more modern cars, and with unwanted fascia panneling removed, 71 sits on track 7 on 24th April, 1968.

prepare for the new arrival. Completion of the mealroom/workshop walls enabled the PR1 and C29 to be moved sufficiently for 71 to be housed on B road of the depot extension. Alan Richardson, who had moved trams for the Museum on previous occasions and was trucking timber to Brisbane, called to inspect 71 at Milton. He told us he could move bogie cars without any difficulty but the single trucker would require a lowloader because of height clearance problems. Finally, on 29th May, a letter was received from the Brisbane City Council advising that 71 had been donated to the Society.

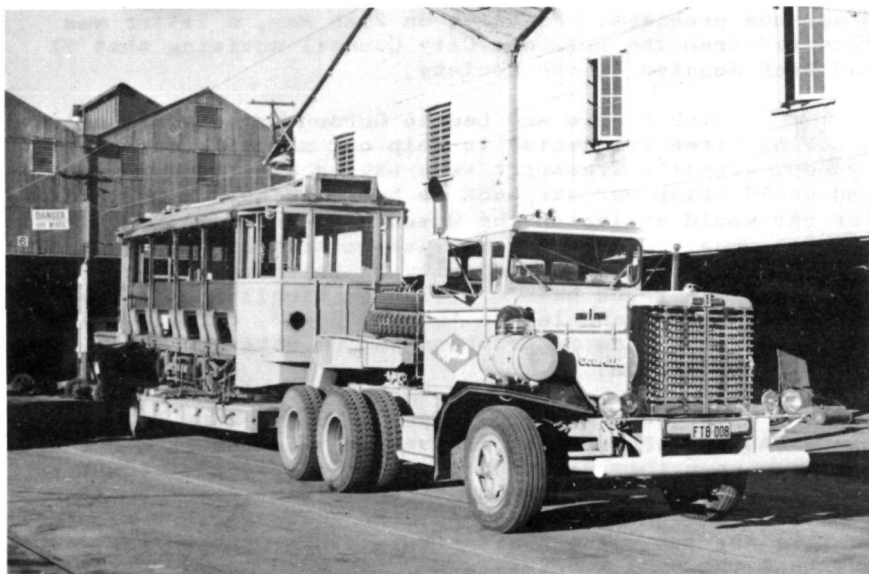
Dick Clarke and Laurie Gordon immediately called trucking firms for quotes to ship our new acquisition to Sydney. Scott's Transport were taking a bulldozer north and could bring our car back as backloading. With luck the car would arrive on the Queen's Birthday weekend, on the 9th June. A week passed with no sign of 71. Dick Clarke made numerous phone calls to Brisbane only to be told that the truck hadn't arrived. Finally Scott's admitted that the vehicle had "broken down", a replacement part had to be made in Brisbane and no date could be given for its completion.

We could wait no longer. Laurie rang Behn's Heavy Haulage who advised they could make the move but did not know when they would have suitable transport in Brisbane. Realising the urgency of the situation, Behn's arranged for Waugh and Josephson, the "Caterpillar" people to take the job. The "Cat" people's big Oshkosh left for Brisbane the same evening.

At Loftus the problems were not over. Cranes were impossible to hire at such short notice. Murphy's



The combination car, believed to be 49, at the Red Hill kindergarten before demolition began on 24th April.



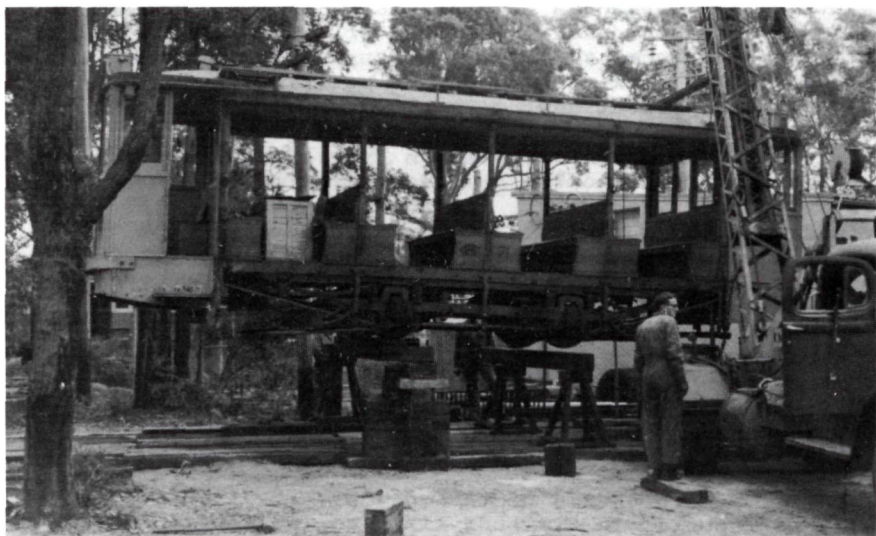
Rescued at last! 71 departs Milton Workshops for the last time; 8 am Monday, 24th June, 1968.

Photo: Allan Miles

could supply a five tonner but we would have to use our 30" lift hydraulic jacks as well. Forty-eight hours after leaving Brisbane, 71 arrived at the museum and, with the crane lifting one end and the other supported precariously on the jacks, the tram was unceremoniously lifted into the air. After the lowbed had left, 71 was lowered slowly onto museum rails. The trolley pole was refitted, a rather unusual fitting installed in place of a missing circuit breaker, the wandering lead attached and 71 was driven into its new quarters.

The restoration of 71 to its former glory has been made easier by the acquisition of the Red Hill combination and it is hoped to obtain further parts from the ruins of cars 70 and 74 located near Acacia Ridge, south of Brisbane. The workshops managed to locate safety gates and some vertical handrails for us but the remaining handrails and seat ends will have to be made or adapted from the brassware of dropcentre cars. Mechanically and electrically the car is in excellent condition.

71 was built by the Brisbane Tramway Company Limited and entered service on 23rd February, 1915 as a ten bench open car with fixed back to back seating, a sister car to preserved car 65. It was one of twenty four similar cars built by the Company between 1907 and 1921 with a further four cars being constructed between 1923 and 1925 by



71 was unloaded the hard way! Our photo shows the car perched high in the air after the low loader had been driven from beneath it.

Photo: Bill Denham

the Brisbane Tramways Trust which took over the Company in 1923. It is twenty eight feet long, weighs about nine tons and is mounted on a Brill 21E truck with two 50 hp GE 202 motors. It remained unaltered, except for the addition of roof mounted destination boxes, until 1954 when it was converted to an advertising car. It is fitted with handbrakes only.

We would like to record our thanks to the Brisbane City Council for donating 71 to the Museum and to their staff in the Transport Department for giving us the chance to obtain the car, for rounding up the various parts and preparing the car for transport. We also thank John Hoyle and Brian Martin for their assistance in demolishing the tram body at Red Hill.

BRISBANE TRAMWAY MUSEUM SOCIETY

The inaugural meeting of the Brisbane Tramway Museum Society was held on Friday evening, 5th July in the Druid's Hall, Little Roma Street, Brisbane with sixty interested persons present.

The SPER was represented by General Manager, Bob Merchant who screened a programme of colour slides depicting overseas and local tramway museum operations; emphasis being placed on the work carried out in building the SPER from 1956 to the present day.

John Hoyle and Stephen Tyrrell outlined the aims of the new group and the progress being made to incorporate as a non profit company. The Brisbane City Council has advised that the museum must be an incorporated body before negotiations for the acquisition of cars can be proceeded with. Some eighteen trams have been listed for preservation, including the five cars set aside by the BCC Transport Department.

The urgency of obtaining a site suitable for a museum line is fully recognised and portion of the Queensland Railways' Dayboro' branch, which has been closed beyond Ferny Grove, is highly favoured.

The progress of this new preservation project will be reported in "TROLLEY WIRE" as information comes to hand. We wish them every success with their venture.



ADELAIDE

Two H class cars have been scrapped to provide depot space for one man buses operating the Novar Gardens route. The two cars scrapped, numbers 366 and 377, were surplus to normal peak requirements.

Cars 353 and 354 have been renumbered 377 and 366 respectively to run with 378 and 365. The MTT always runs the H cars with the odd numbered car being coupled to the even numbered car above, but it would also appear that the Trust does not like breaks in the group numbering!

HOBART AND LAUNCESTON

The trolleybuses in these two Tasmanian cities are to be replaced by diesel buses. Launceston was expected to close by the end of July while Hobart's trolleys are expected to make their last run in October.

BRISBANE

Tunnelling for a new expressway under Musgrave Street at the Hale Street intersection will affect tram services to Ashgrove. It was originally planned to have the trams replaced by a temporary bus service for a nine week period as the road surface during the construction "would not take the trams". Recent developments in Brisbane indicate that the tram service will not be restored after the tunnelling has been completed. The date for the closure of the Ashgrove line is being quoted as 24th August. Trams from Grange will probably terminate at the Workshops after this date.

All remaining lines using Adelaide Street are likely to close towards the end of September due to traffic re-arrangements at Normanby Junction, even though the Bardon service does not use Countess Street. Enoggera - Cherm-side, Bardon - Stafford and Ashgrove - Grange services use the Adelaide Street line. Deliveries of new buses, already behind schedule, will have to be expedited if these closures are to take place.

BENDIGO

The Transport Regulation Board's enquiry into the future of the Bendigo system was held on the 28th and 29th May at Bendigo.

LATE NEWS: The Victorian Transport Regulations Board has recommended that the S.E.C. tramways be replaced by privately operated buses.

RIDING THE MUNI....

....part one....

A Report on Street Transport in San Francisco
By Dale Budd.

Everyone knows that in the United States the motor vehicle is supreme and public transport is dead or dying. Newspapers print photos of massive freeways, and statistics show that the use of public transport has declined so greatly that its complete abolition can be predicted. So come to San Francisco, and be prepared for some surprises, quite apart from the unique cable cars. Come to an American city still operating streetcars, and proud of them; running trolleybuses, and anxious to buy new ones; and now spending a thousand million dollars on a brand new rapid transit system.

Street transport in the city and county of San Francisco is operated by the Public Utilities Commission through its transport department, the Municipal Railway of San Francisco. It owns 511 motor coaches (buses), 331 trolley coaches, 105 PCC streetcars and 39 cable cars. In attracting passengers it is more successful than any comparable authority in Australia: in 1966 the number of passengers carried rose by 2 percent, in contrast to a national average decline of 3 percent, and it offers the cheapest fare of any American city, a flat rate of 15 cents. All vehicles, except the cable cars, are one-man operated.

San Francisco is one of the few American cities still running electric trams, although the lines remaining



Bound for Ocean View, car 1166 emerges from the western end of the Twin Peaks tunnel. So great has been the impact of the tunnel on the surrounding area that the whole district is known as "West Portal".



PCC cars 1144 and 1141 on the balloon loop at the terminus of the N line. The keen-eyed will notice that San Francisco cars come in two slightly different paint schemes, the basic colours of green and cream being the same in both cases. Car 1144 at left is in the new livery while 1141 is in the older scheme, which still predominates at the present time.

are admittedly only a small part of the once-extensive standard gauge system. In listing its services the Municipal Railway puts the streetcar lines first, then the cable cars, followed by the trolley coach and motor coach routes grouped together in third place. The streetcar operations form the Geneva division of the railway, being based on a car barn at Geneva and San Jose Streets about half a mile beyond the public terminus of the Ingleside line.

Five streetcar services constitute the operations of the Geneva division; and to save space details are given in tabular form:-

Line	Destination	Max. cars required	Headways max min	Sched. speed	Round trip Time/min.	Dist/m
J	Church	16	4' 20'	8.24	56	8.60
K	Ingleside	20	4' 20'	10.79	70	14.66
L	Taraval	37	2½' 20'	10.66	77	16.12
M	Ocean View	37	8' 20'		82	16.48
N	Judah	27	2½' 20'	10.17	74	14.20

Total: 100

Average: 10.15

Somewhat unusually the minimum headways and maximum car requirements occur in the morning peak, the evening rush hour services needing six fewer cars. Owl or all-night services are provided on the K and L lines.

The secret of the survival of these lines is quickly found when their routes are examined. The K, L

and M lines pass through the 11,000 ft Twin Peaks tunnel, beneath an almost 1,000 foot high mountain of the same name. Two underground stations are provided. On the N line the shorter Sunset tunnel burrows beneath the flank of the same mountain. The J line passes through no tunnels but has extensive reserved tracks, sections of which are also found on all the other lines with the exception of Taraval.

All the present services run through the city along Market Street, a fine thoroughfare, which, until 1945 boasted four tramway tracks. In earlier days a large ferry terminal at the eastern end of Market Street served commuters bound for Oakland and other points on the opposite shore of San Francisco Bay, and acted as a natural focal point for inbound tramway services. Opening of the 2 mile San Francisco - Oakland Bay bridge in 1939 spelled the end of the ferry services, and the trolley cars were diverted a few blocks to the new Eastbay terminal, where they connected with Key System trains and Sacramento Northern inter-urbans, operating into San Francisco via the new bridge. Unfortunately the Sacramento Northern trains ran across the bridge for only one year, while the Key System abandoned operations in 1958, leaving the bridge to carry road traffic only. The fine terminal structure was converted for use by buses. The relationship between trams, ferries and bridges in San Francisco sounds some familiar notes for Sydneysiders.

In the San Francisco picture however, trams still play a significant part in providing transport uptown from the Eastbay terminal, although this particular duty will be eliminated in 1970 when BART trains speed transbay commuters direct to underground stations on Market Street.

to be continued.....



A view of Market Street looking east in the 1920's. The two inner tracks were operated by the Market Street Railway while the outer pair were traversed by cars of the Muni.

Photo: Steve Maguire



PCC 1159 speeds uphill through an attractive stretch of reservation on San Francisco's J line.

STOP PRESS!!

Closure of the Ashgrove - Grange tram service was advanced three weeks to 5th August. Trams ran on 5th and last services were 12.10am from Grange (car 464) and 12.20am from Ashgrove (car 469) on 6th August. The suspension of bus drivers who refused to man replacement buses without a conductor has resulted in a strike. At the time of going to press it was expected the strikers would stay out until 12th August.

BACK PAGE: 1.25 am on Sunday morning, 29th June, 1958. Museum Treasurer Laurie Gordon placed a wreath on car 1347 to mark the last tram across the Sydney Harbour Bridge and the closure of the North Sydney tramway system. Cars 1347 and 1212 made the graveyard run, while car 1212, this time accompanied by 1106 had made the first crossing in March, 1932. During the following months all the trams were transferred to the main system, the last to leave being breakdown car 143s (ex-O class car 1000) on 8th August, 1958.

Photo courtesy "Sydney Morning Herald"

