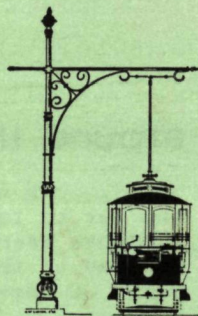


TROLLEY WIRE

Magazine of the
SOUTH PACIFIC ELECTRIC RAILWAY

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

TWENTY FIVE CENTS



FEBRUARY 1969



around the depot....

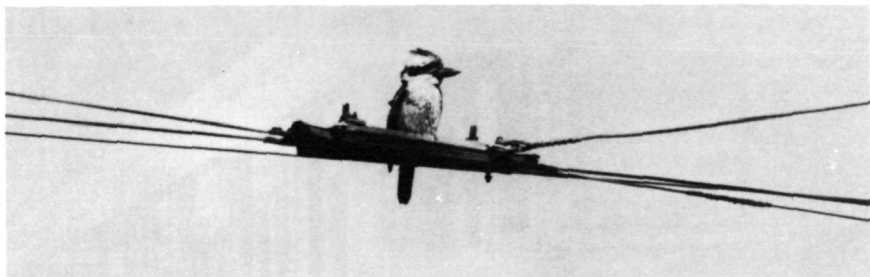
P car 1497's repaint was completed in time for the car to take part in the Museum's Open Day activities. 1497 has been renumbered using the large style numerals instead of the smaller ones it carried during its last years of service.

Concrete has been poured for the bookshop and all external concrete has been completed for the walls of the depot. This leaves only a small number of concrete bases to be set down the centre of the depot.

Steelwork is being slowly but steadily constructed and erected. Assistance with the more mundane but equally important jobs would enable our regular working members to spend more time on this construction work.

We have been donated a quantity of secondhand "Klip-Lok" steel roofing for the depot. It is estimated that we now have enough material on hand to cover four bays of the new building. The donor of this material wishes to remain anonymous. Further donations of a similar nature, anonymous or otherwise, would be very much welcomed.

Our first colour postcard is now on sale at the Museum. It shows L/P 154 returning from the southern terminus with Mike Giddey and Bob Cowing as the crew. It makes a fine advertisement for the Museum and we urge you to use them for your correspondence. They're only 10 cents each.



SPECIAL NOTICE:

The next General Meeting of the Society will be held on FRIDAY, 28th MARCH, 1969, at the Railway Institute, Devonshire Street, Sydney. The meeting will commence at 8.00 pm.

COVER PHOTO: 4th Annual Open Day at the Museum on 7th December, 1968. P class car 1497, on its first day back in service after a complete repaint, heads a line-up of Museum trams at the South terminus.

Photo: Bill Denham

TROLLEY WIRE

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\$1.75 per annum, post paid.

NEW MEMBERS

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

Robert McCarthy	199
William Fraser	200

What do we live for if not to make the world less difficult for each other?



The shape of things to come. The framework of the new depot building is gradually taking shape around the present structure.



N 728 passes 5311 during a visit to the Museum by members and friends of the N.S.W. Rail Transport Museum on 8th September, 1968. L/P 154, N 728, O 1111, and R 1740 carried the crowd while 5311 continued to National Park to reverse before heading south to Waterfall.

Photo: Laurie Gordon



The Cadillac Railmotor passes through Sylvania on its way to temporary off-site storage on 28th September, 1968.

Photo: Laurie Gordon

A BUSY WEEK IN ADELAIDE

The first week of December, 1968 was the busiest so far for members of the Australian Electric Transport Museum in Adelaide.

On Sunday, 1st December, the AETM exhibited one of its vehicles away from St. Kilda for the first time. The "Green Goddess", Australia's first trolleybus, was towed to Blackwood, a town in the Adelaide Hills and some 25 miles from St. Kilda, to participate in "Transpo 68". This was a transport exhibition including veteran and modern cars, aeroplanes, army vehicles, hovercraft, motor cycles and a railway display. The "Green Goddess" was billed as a highlight of the display and received considerable television coverage on its way to Blackwood.

On the following Wednesday, two new vehicles arrived at St. Kilda to join the existing fleet. The first was BHP electric locomotive No.1 from the iron ore quarries at Iron Knob. (The electric railway was located at Iron Monarch which is located adjacent to Iron Knob.) This 25' long unit was constructed by Metropolitan Vickers in 1928 and is fitted with four 35 hp motors. It is fitted with a pantograph and a cross between a side mounted trolley pole



Trolleybus 216, a converted Garford motor bus nicknamed "Green Goddess", on display at Blackwood for "Transpo 68". 216 became Australia's first trolleybus in 1932 when it was converted by the MTT for experimental use on the Paradise line.

Photo: J.W. Hoffman

and a bow collector, the trolley-bow being used where the overhead wire cannot be located over the track in the loading areas. Six of these locomotives were in use in the Iron Monarch works, while two similar units operated at Rapid Bay, south of Adelaide.

Prior to its donation to the Museum, No. 1 underwent major body repairs in the BHP Boiler Shop at Whyalla. At the same time electrical checks and repairs were carried out. Spare parts were also secured for the exhibit from sister locomotives, now being scrapped. The loco. arrived at St. Kilda after an overnight journey from Whyalla and was unloaded onto what will become track 6 of the new depot extensions. This is the first industrial electric locomotive to be preserved by an Australian traction museum.

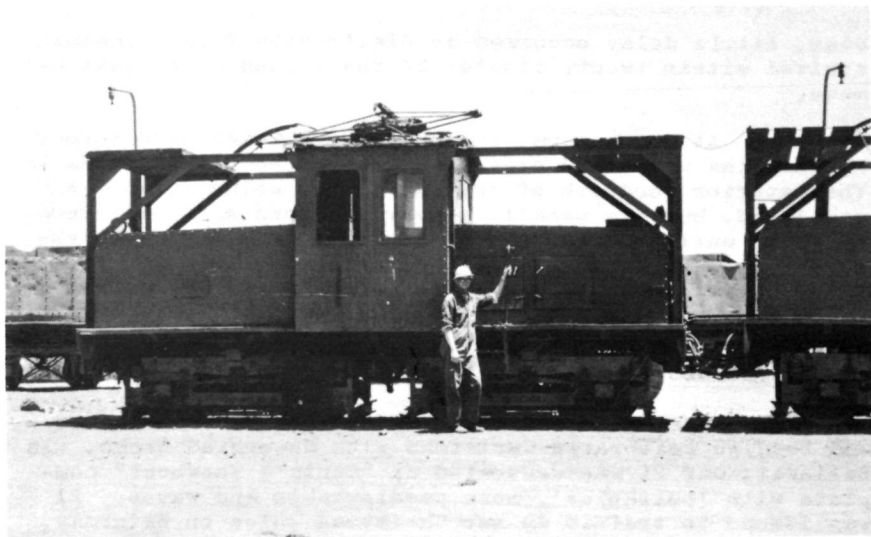
Later the same day, the body of C-class tramcar 173 was delivered to the Museum. This body had previously been used as a temporary home on the seafront at St. Kilda, only one mile from the Museum. The body is in sound condition, having been repainted periodically when being used as a dwelling.

During the move, it was unexpectedly necessary to break power lines to allow clearance for the vehicle. How-



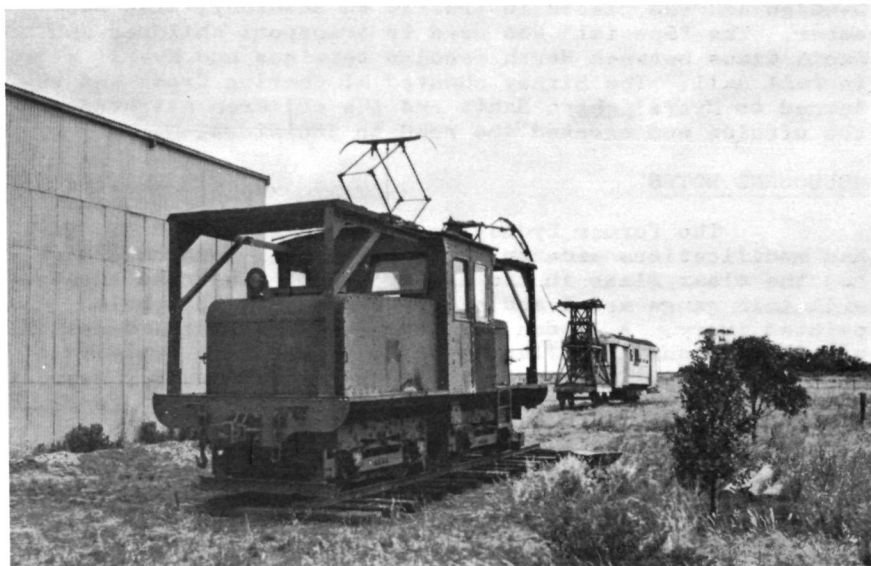
C-class 173 being lifted from its former position on the foreshore at St. Kilda. Museum members are steadying the body prior to loading.

Photo: J.W. Hoffman



The Broken Hill Proprietary's Metropolitan Vickers electric locomotive No. 1 at Iron Monarch in January, 1968.

Photo: Roger Wheaton



B.H.P. No. 1 has been sited on the north side of the existing depot and will be enclosed by the new extensions now under construction.

Photo: P.R. Shillabeer

ever, little delay occurred as Electricity Trust line-men arrived within twenty minutes of the telephone request being made.

At the Museum, the body was lowered onto former MTT dollies which had been used in the truck shop at Hackney. The exterior woodwork of the car is now being scraped and repainted, but the panelling over the open ends will remain in place until the car can be housed in the new depot extensions. The interior will be restored with seats from A-class 89 which was broken up for spare parts by members in 1958.

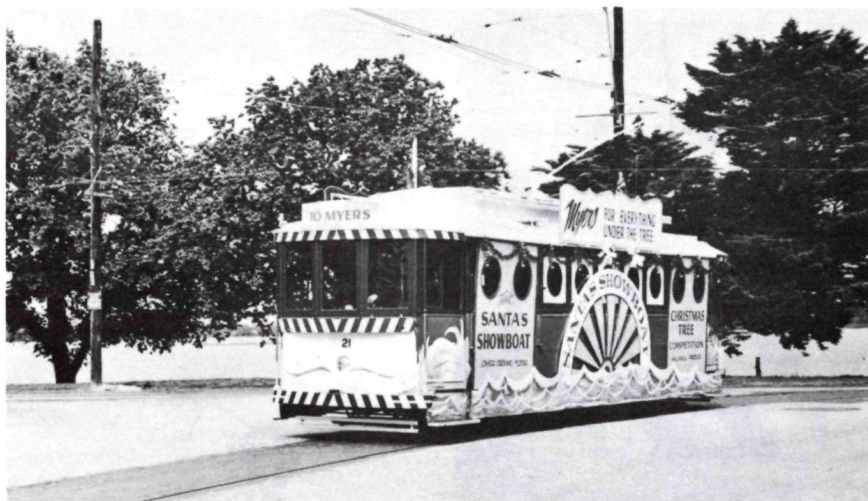
SANTA SPECIALS

Once again, in 1968, Myers' Stores in Ballarat and Bendigo celebrated Christmas with decorated trams. In Ballarat, car 21 was decorated as "Santa's Showboat" complete with 'portholes', mock paddlewheels and waves. 21 was issued to traffic in her Christmas guise on Saturday, 16th November and ran to Victoria Street to pick up passengers and Father Christmas for the trip to Myers' store.

Birney 28 was used as the "Santa Special" in Bendigo and was placed in traffic on Saturday, 21st December. The "Special" was used to transport children and Santa Claus between North Bendigo terminus and Myers' store in Pall Mall. The Birney shunted at Charing Cross and returned to Myers' where Santa and the children alighted on the offside and crossed the road to the store.

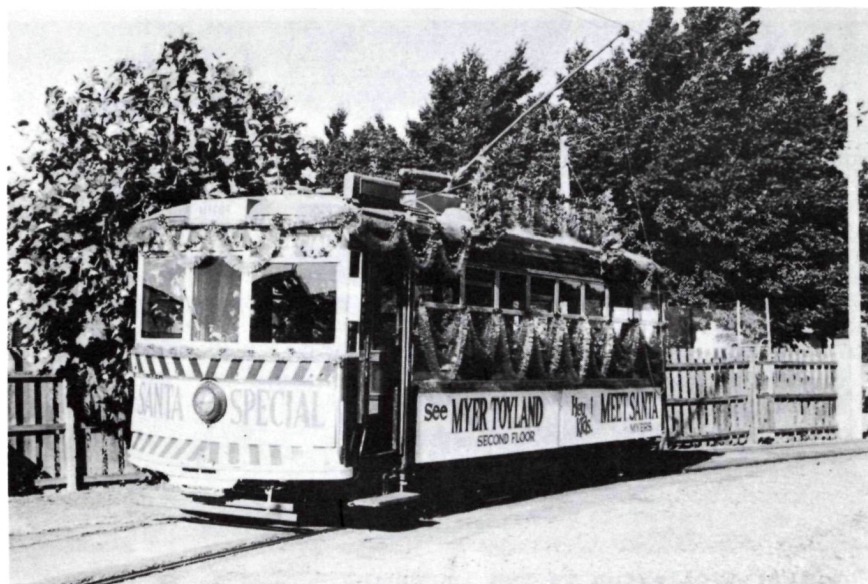
MELBOURNE NOTES

The former Sydney scrubber cars, 10 and 11, have had modifications made to their lighting. Both cars have had the clear glass in the driver's cabin bulkhead sheathed with thin gauge metal and, except for a small peephole, painted ivory. A wooden box, similar to a standard destination box, housing a fluorescent tube has been built into the roof ends. From the rear these cars are easily seen at night with the light reflecting from the ivory paintwork. The standard flashing lights in a fibreglass housing are mounted at the corners of the cars on the fascia. Late in November No. 10 was fitted with a dash-canopy light attached to the framework of the windshield. The canopy is timber-framed and houses a fluorescent tube protected by a steel mesh. A hinged metal cover protrudes out in front of the tube and the front part of the cover contains a mirror which reflects the light onto the dash canopy and roadway. The Randwick Workshops builder's panel has been removed from No. 11 due to alterations to the lighting circuits.



Ballarat 21, ex-Adelaide A class No.10, at the corner of Wendouree Parade and Macarthur Street, View Point on 16th November, 1968.

Photo: Bob Prentice for TMSV Archives



Bendigo Birney 28 poses at the entrance to Bendigo depot before entering service on 21st December, 1968.

Photo: Bob Prentice for TMSV Archives



A front view of MMTB No. 10 showing the dash-canopy lighting and flashing lights on the fascia.

Photo: Norm Cross



The last trolleybus to run in Hobart, BUT 235, is to be preserved by the Tasmanian Transport Museum Society who are calling for donations to assist in its preservation. Ian Cooper's photograph shows 235 decorated for its last day of service.



Don Campbell, Bill Parkinson, Mike Giddey and Bob Harvey lend a hand to paint 1497 in readiness for the Museum's Open Day.

THE JAMES HALL MUSEUM OF TRANSPORT

A Special Report prepared by member Clyde Shoebridge who is on a working holiday in South Africa.

The Council of the City of Johannesburg operates an excellent Public Library on the top floor of which there is a repository for the history of Southern Africa known as the Africana Museum. A branch under the direction of the Africana Museum was opened on 15th February, 1964 in Pioneers' Park, Rosettenville Road in the suburb of La Rochelle by the Mayor, Councillor J. F. Oberholzer. The City Council named the James Hall Museum of Transport in honour of the man mainly responsible for establishing the museum and for obtaining many important vehicles as gifts from donors and who himself presented a large number of interesting exhibits. Mr. Hall and the Vintage and Veteran Car Club organised a procession of old-time vehicles to mark the museum's opening and thousands of visitors were attracted to the spacious site which is only about two miles from the city centre.

The large modern buildings are light and airy being constructed of brick with steel framed galvanised roofing. The buildings are being extended by a section

every year, the intention being to build a square with an inner courtyard when the additions are complete. The museum is open on weekdays from 9 am to 6 pm and from 2 pm to 6 pm on Sundays and most Public Holidays. Admission is free and all exhibits are static.

The Museum aims at telling the story of South African transport; however the Government Railways have been excluded because of the fine railway museum maintained at the Johannesburg Railway Station. Many items have been purchased but the majority were presented by private individuals, the gold mines and the City Council. The range includes everything from an ox-wagon, a Cape cart, family carriages and trams to a fine collection of early motor cars, mine locomotives, motor cycles and fire engines.

The tramway section also houses a Cape Tramways Daimler diesel bus; Cape Tramways trolleybus No.19; Durban Leyland trolleybus No.59, all of which are doubledeckers; and Johannesburg Municipal Tramways tower wagon No. F.12 of 1914 vintage.

The preserved tramcars are well looked after and kept very clean. Two, numbers 20 and 33, are standing on sleeper track with open ballast while numbers 200 and 214 are standing on grooved rail set in bitumen. Overhead wire is strung from the roof girders, but only for effect as no plans exist for their operation. In all, they present a representative collection of the tramcars which operated in Johannesburg up until 18th March, 1961.



A view of the tramways section of the James Hall Museum of Transport. The four electric trams and three trolleybuses are clearly seen with the horse car in the centre.

Photo courtesy Roger M. Perry

DETAILS OF THE 4'8½" GAUGE JOHANNESBURG TRAMCARS

No. 20 - a single truck, doubledeck car with open platforms and balconies.

Contract let: 23rd March, 1905.

In service. : 1st July, 1906.

Builder. .. : United Electric Car Co. Ltd. Cost: £943

Capacity .. : 62 seated, 18 standing.

Length.. .. : 28' 0", Height: 16' 5", Width: 7'4"

Truck : Brill (21E?).

Motors.. .. : 2x35 hp 250 v Metrovick (originally had 2x25 hp Dick-Kerr)

Controls .. : English Electric DB2.

Brakes.. .. : Hand operated with electromagnetic track brakes, later regenerative.

One of one hundred cars built to open the Johannesburg system, No.20 became the official last car to run, in a procession to mark the closure on 19th March, 1961.

No. 200 - a bogie enclosed doubledeck car (originally had open platforms and balconies).

Contract let: 3rd October, 1928 In service: 1929

Builder. .. : Johannesburg Electricity Dept. Cost: £3265

Capacity .. : 80 seated, 20 standing (originally 18).

Length.. .. : 34'5", Height: 16'5", Width: 7'6"

Trucks.. .. : Brush.

Motors.. .. : 4x35 hp 600 volt.

Controls .. : General Electric.

Brakes.. .. : Air

One of a series of cars known as 'Bluebirds' because of their original colours of navy blue and dove grey. The first 35 cars of this type were built after the First World War. No.200 is the last tram of a batch numbering from 136 and is the last tram built by the Electricity Department.

No. 214 - a bogie streamlined doubledeck car with straight staircases.

Contract let: 23rd July, 1935. In service: 1936.

Builder. .. : Metropolitan Cammell Weyman. Cost: £4820

Capacity .. : 78 seated, 20 standing (originally 16).

Length.. .. : 37' 8", Height: 15'7", Width: 7'2"

Trucks.. .. : E.M.B. (odd numbered cars had Maley and Taunton trucks).

Motors.. .. : 4x35 hp 250 volt.

Controls .. : Metrovick 24 volt electro-pneumatic.

Brakes.. .. : Air, with air-track and regenerative magnetic brakes.

The 50 streamlined cars were numbered 201 - 226 plus the numbers from withdrawn trams or trams placed in Native service.

DETAILS OF 3'6" GAUGE TRAMCARSHORSE TRAM No. 8.

Built by G.F.Milnes and Co. Ltd., circa 1891.

A saloon car which was drawn by two horses, it seated 20 inside with four riding on the platforms. The original truck was replaced by solid road wheels for use in processions in 1936 for the Empire Exhibition. It has served time as a tram stop shelter. Donated to the Museum by Mr. E. S. Patz.

Horsedrawn trams were used between Fordsburg and Wolhuter via Jeppstown, and the City - Doornfontein and City - Braamfontein routes from 2nd February, 1891 until 14th July, 1906. The Johannesburg City and Suburban Tramway Company Ltd. operated the service until 1904, when it was transferred to the Town Council.

KIMBERLEY TRAMWAYS No. 33 - a bogie open cross bench car.

Builder. . . : J.G. Brill and Co. circa 1904.

Capacity . . : 70, in ten reversible seats and four fixed bulkhead seats.

Motors. . . : Westinghouse

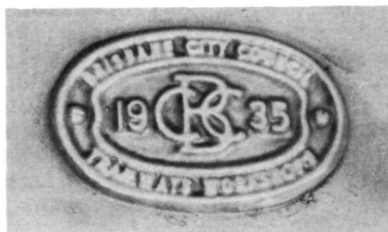
Trucks. . . : Brill 27 (?Type).

Controls . . : Westinghouse (possibly K10-Q)

This car was also fitted with Van Dorn couplers, trolley retrievers and Kirby's patent headlamps. Side curtains are provided for wet weather and a single curtain at each end covered three drop windows in the bulkhead. The car has a clerestory roof with twelve deck sashes on each side.

No. 33 was donated to the Museum by De Beers Consolidated Mines Ltd. in 1967 through the offices of Mr. Des Howarth.

The De Beers Co. operated an electric tram service between Kimberley and Alexandersfontein from 1904 and the Kimberley and Beaconsfield Tramway Co. electrified the Kimberley to Beaconsfield line in 1906. In 1914 the two companies were amalgamated under the control of the De Beers Co. to form Kimberley Tramways, which continued to use the Brill open cars amongst others, until public transport was turned over to a private bus operator in 1939.



LEFT: The Phoenix emblem adopted by the Brisbane Tramway Museum Society. RIGHT: Builder's plate in dropcentre 295.



295 at dusk.

Photo: Hayden Holmes



Interior view of our "droppy" at Ipswich Road Depot.

BACK PAGE: A view of Fort Macquarie Depot, now the site of Sydney's famed Opera House, taken on Friday, 1st August, 1958. Although the depot was in use as a parking station at this time, trams still used the depot fan for between-shift layovers. An 'O'-class car from Glebe Pt. can be seen entering the yard on one of the last regular workings of this class of car. The loop circling the depot was still in use when this picture was taken.

