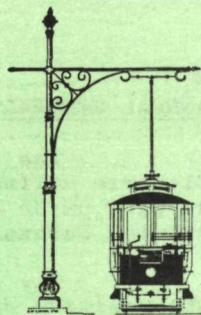


TROLLEY WIRE

Magazine of the
SOUTH PACIFIC ELECTRIC RAILWAY
and
**AUSTRALIAN ELECTRIC TRANSPORT
MUSEUM**

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

THIRTY CENTS



APRIL 1969



ANNUAL GENERAL MEETING - ELECTION OF DIRECTORS

The tenth annual meeting of the South Pacific Electric Railway Co-operative Society Limited will be held at 8.00 pm on Friday, 27th June, 1969 at the Railway Institute, Devonshire Street, Sydney.

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 Society financial requirements fully settled.
2. He must lodge his nomination with the Secretary at Box 103, G.P.O., Sydney 2001 by 31st May, 1969, 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. Shareholders nominated must be prepared to stand for any position on the Board.
4. Those nominating for election must be 21 years of age or over on 31st May, 1969, and the nominator and the seconder must both be 18 years of age or over on the same date.

Four directors are retiring in accordance with the rules of the Society. Retiring directors D. Rawlings, V. Solomons and P. Kahn offer themselves for re-election. Mr. R. Merchant is not seeking re-election.

THE PRICE RISE

Over the past eighteen months, "TROLLEY WIRE" has absorbed three printing cost rises and one increase in postal charges. These increases have resulted in a substantial loss over our production costs and it has now been found necessary to pass these unwelcome increases onto our readers.

From this issue, the retail price for copies of "TROLLEY WIRE" will rise from twentyfive cents to thirty cents. The revised subscription rates for non-members will be:-

Australia and Territories	\$2.00,	United States	\$US2.50
New Zealand.. .. .	\$NZ2.30,	South Africa.	R1.80
United Kingdom	£1.1.0,	Canada	\$C2.70

COVER PHOTO: An R class car leaves the promenade at Balmoral Beach for a summer afternoon trip crosscountry to Chatswood. Immediately upon leaving the harbourside the line climbs steeply on private right-of-way through rock cuttings and traverses sweeping curves with breathtaking views of the entrance to the world's finest harbour. Once the crest of the ridge is reached the car will travel the streets of Sydney's northern suburbia to its destination.

Photo: Barry Tooker

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Subscription rate (for non-members):
\$2.00 per annum, post paid.

NEW MEMBERS

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

William McNiven	201
William Carey	202



A sharp tongue is the only tool that grows keener with constant use.



"Available to run only on State Occasions" says our contemporary, "RUNNING JOURNAL". Well, it's not quite a state occasion; F 393 waits to depart on one of its rare passenger trips during the Museum's Open Day in December, 1968.

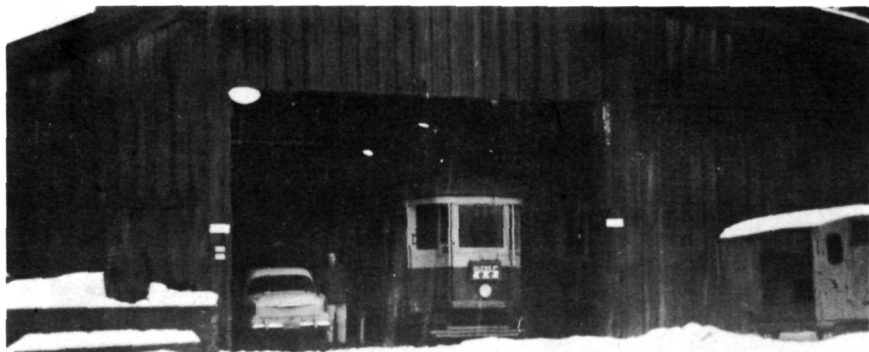
VISITORS FROM OVERSEAS

In recent months we have had the pleasure of meeting a number of visitors from kindred museums overseas.

On Sunday, 21st December, 1968 we met Dave Hinman, Murray Sanders and Bruce Maffey from the Tramway Historical Society in Christchurch, New Zealand. After the usual inspection and photo taking, they spent most of the afternoon underneath P car 1497 swotting up on PC5 equipment with Bill Parkinson. Their visit to Australia also included trips to Adelaide and Brisbane to negotiate for equipment necessary to restore their tramcar fleet to operating condition.

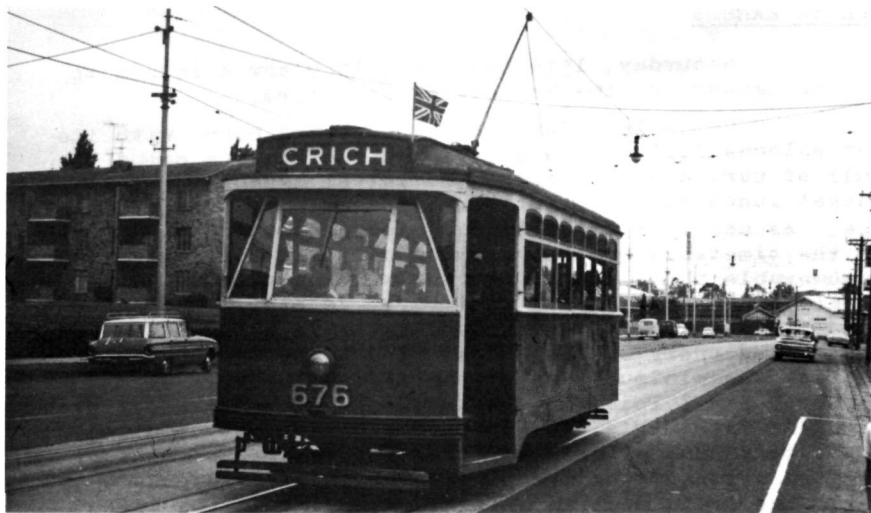
From North America we have met an exchange teacher who is a member of the Ontario Electric Railway Historical Association of Canada and a member of the Oregon Electric Railway Historical Society whose museum at Glenwood operates former Sydney O-class car 1187.

On Friday, 14th February, Geoffrey Claydon and Jim Jordan, the Secretary and the Mechanical Engineer of the Tramway Museum Society in England, visited Loftus during a sixteen day around-the-world 'crank'. In that brief period the tramways of Karachi, Calcutta, Hong Kong, Brisbane, Melbourne, Ballarat, Bendigo, Adelaide and San Francisco were covered. They also visited the AETM's Museum at St. Kilda and the TMSV cars at Malvern. In Sydney Geoffrey and Jim rode and photographed trams at Loftus and were able to sample steam operation at Parramatta Park where motor 103A had been steamed for the occasion.



The destination roll displays "Glebe Pt." but it doesn't snow at Glebe Point! Former Sydney O class car 1187 is shown at the entrance of the car barn at the Trolley Park at Glenwood, Oregon during a snowstorm.

Photo: Col Manning



Above: X2 676 sporting a "foreign" destination during a tour around Melbourne organised by member Geoff Dean for the visitors from Crich on 9th February.

Below: Jim Jordan (left) and Geoffrey Claydon at Loftus. The destination "Town End" would be more at home on a double deck car running in TMS service in the Derbyshire hills!



CPH TO KANDOS

Saturday, 15th February, 1969 saw a return to CPH railmotors on the Society's rail tours.

No. 36 left Strathfield westward bound with its end saloons full of passengers and the guard's compartment full of portable ice boxes, the latter because of the 'no packet lunches, no buffet services' edict on the tour notice. As usual, difficulty was experienced in keeping back to the timetable but the surplus time was fully used with innumerable photo stops. Anyone wishing a photo at any location had only to ask the driver to stop. The end windows and the lack of a surrounding train allowed the magnificent scenery of the Mudgee line to be really appreciated. Despite the minimum size of the train, the crew at one stage numbered five! This was due to the Lithgow crews not being familiar with CPH's. The inspector/driver who took the motor to Kandos offered a rather interesting commentary on the operation of the CPH to several interested passengers while the train made an enforced stopover in the cement company's siding at the end of an intermediate staff section.

The trip was a pleasant change from the majority now being run. Unhurried, uncrowded, an abundance of photo stops to please even the keenest photographer. It is hoped that the Society can gain sufficient support to be able to plan further trips of this nature along the more scenic lines of the NSW in the future.



Our special railmotor, CPH 36, emerges from the Capertee tunnel during the Museum's tour to Kandos.

BRISBANE CLOSURE DELAYED

The Premier of Queensland (Mr. Bjelke-Petersen) announced on 11th March that the change from trams to buses across Victoria Bridge would be delayed until 14th April.

He said certain operations had not been progressing as quickly as anticipated.

It had been decided that 14th April was the earliest possible firm date on which the change of traffic flows from the old bridge to a sharing of traffic by both old and new bridges could be anticipated.

The trolleybus system was closed after the evening peak traffic on 13th March, notice of the closure being given two days previously. 'Bus No. 9 was the last to enter the depot, at 8.25 pm.

Trolleybus 9 inaugurated the Brisbane services on 12th August, 1951 when it entered service between Milton Depot and Gardens.

BRISBANE NOTES - THE LAST WEEKS

Scrubber car 14 last saw service on 21st March after which it was transferred to Milton Workshops.

If the Brisbane system had closed on 30th March, headache pills would have been required by the depot staff at Ipswich Road! Fifteen chartered trams were to have toured the city on Friday night 28th March, while a total of 48 were listed for the following day. Many of the special charters were cancelled following the postponement of the closing date.

Special tram charters for groups of young children were curtailed following a number of accidents caused by youthful passengers leaning from moving trams. One young girl was severely injured when she struck her head on the Victoria Bridge. Chartered trams were also banned from the Mt. Gravatt line at night after damage was caused to two special trams by local youths.

Car 534 became the last tram to re-enter service after attention at Milton Workshops. 534 was afforded a police motorcycle escort while negotiating Upper Roma Street as an additional outward bound traffic lane, utilising the inbound tramline, had been marked between Eagle Terrace and Petrie Terrace. This meant that inbound trams would be opposing fast moving motor traffic on the blind curve over the railway line.

Cars 437 and 546 were permitted to operate in daylight hours only, due to faulty lighting.

Trams served the race meeting at Eagle Farm on 7th April, the last day race specials operated to Ascot. The last race special to depart the racecourse gates was car 510.

The loop at South Brisbane Station was closed on 8th April and removed the following day to allow for additional traffic lanes in Grey Street. The last tram to use the loop was 503.

The tram directories mounted on the tramstop posts in Queen Street were taken down on 8th April.

Six trams were chartered for trips on Friday night, 11th April.

28 trams were rostered to run to the Albion Park Racecourse on Saturday afternoon, 12th April. The last cars to leave the racecourse sidings were bound for Dutton Park: car 493 leaving via the western side of the loop and 521 from the eastern side.

Sixteen chartered trams were rostered to operate on Saturday, 12th April, ten of these being organised for crippled children.

Special souvenir tickets, available for one return trip on 13th April, were on sale from conductors and selected other points for a fortnight before the closure. The souvenir tickets cost 20c each.



Dropcentre 231 poses for official photographs on Friday, 11th April. 231 made its last run the following day but did not carry the small signs on the aprons.

BRISBANE SAYS 'GOODBYE' TO ITS TRAMS

From 10th August, 1885, when the horsecars of the Metropolitan Tramway and Investment Company introduced a new form of transport to the citizens of Brisbane, until 14th April, 1969 the capital city of Queensland had been served by railed street transportation. In all their wisdom the City Fathers have replaced the trams with a fleet of diesel buses in what is believed to be the fastest tram-bus conversion in the world.

For more than a fortnight, tramway enthusiasts had been coming to Brisbane from as far afield as Sydney and New Guinea, Melbourne and New Zealand to ride the cars and record their passing.

The man in the street never quite became accustomed to seeing tramloads of youngsters, on a Friday or Saturday night, waving and cheering wildly as their specially chartered trams rolled through the city, trailing balloons and streamers in their wake. The kindergartens, schools and youth groups had started early, while crews were still available, to give their pupils or members one last memorable ride.

Here, then, briefly are the scenes and events witnessed on the last two days of tramway operation.....

SATURDAY, APRIL 12

The morning started like any typical Saturday morning but it was soon apparent that it was unusual for there seemed to be people every hundred yards or so down the road carrying cameras. Bystanders were constantly asking "why is everyone carrying cameras," only to be told "the trams go off tomorrow."

At the city end of Victoria Bridge and around the Treasury Buildings groups of people gathered to photograph every tram that appeared or waited "for the one with Dad on" or for one of the "blue ones" to come along. At the suburban terminals, local residents brought out little Johnny and his sister to be photographed against the tram; or recorded on film the conductor changing poles. One little old lady armed with an ancient box camera said she had been taking photos of trams since 1934 and would be sorry to see them go.....

At 10.00 am dropcentre car 231 was brought out from the depths of the depot for one last run before being transferred to the Brisbane Tramway Museum's site at Ferny Grove. Members of the Brisbane Retired Tramway and Omnibus Old Comrades Association rode the decorated car to Salisbury and Clayfield and received many cheers from city shoppers as they passed down Queen Street. Most of the contingent wore their old uniforms and the now superseded but famous "Foreign Leg-

ion" cap was much in evidence. A brief stop was made at the Lighth Street depot where the President of the Association played the 'Last Post'.

The 140 members of the Association alighted from 231 outside Ipswich Road depot and lined the track as the Traffic Manager, Mr. W. Dann, drove the tram into the depot preceded by retired employees Angus Campbell and Ron McKay playing Scottish laments on the bagpipes. As the handbrakes were applied outside the despatcher's office the assembled crowd sang "Will Ye No Come Back Again". Almost immediately 231 was prepared for transfer to Milton Workshops and, ultimately the BTMS Museum at Ferny Grove.

After a hurried lunch, most enthusiasts from interstate made their way to Breakfast Creek and the tramway loop serving the Albion Park Racecourse to film the tramway movements in connection with the race meeting, the last to be served by trams in Brisbane. Thirtyfour trips were operated by 28 trams during the afternoon.

Tripods and flashguns were much in evidence during the evening hours and car 412 was the subject of night photography for many fans on an excursion organized by the Sydney contingent.



Retired trammie Angus Campbell pipes 231 into the depot for the last time. BCC Traffic Manager, Mr. W. Dann is at the controls.





547 climbs away from the Woolloongabba Post Office (at right) after being delayed by a large crowd of people posting souvenir mail. The post box attached to the front of the tram was constructed by the tramway workshops.

Meanwhile BCC officials, police and the Metropolitan Security Service guarded the tram depot against vandalism and the bus depots against sabotage, the stringent security having commenced the previous night.

SUNDAY, APRIL 13

The "Sunday Mail" and news broadcasts conveyed the official announcements that Brisbane would have an official last tram, confirming the rumours which had been circulating the previous day. Car 554, which had been transferred to Milton on Thursday afternoon, was to carry the Lord Mayor and other official guests from the Valley via Wickham, Queen and George Streets to the Workshops.

From an early hour most trams were carrying standing loads as many people hoped to avoid the crush loads which were expected after lunch. More than 10,000 souvenir tickets had been sold by Saturday morning and patronage on the longer routes was to prove exceptionally heavy throughout the day.

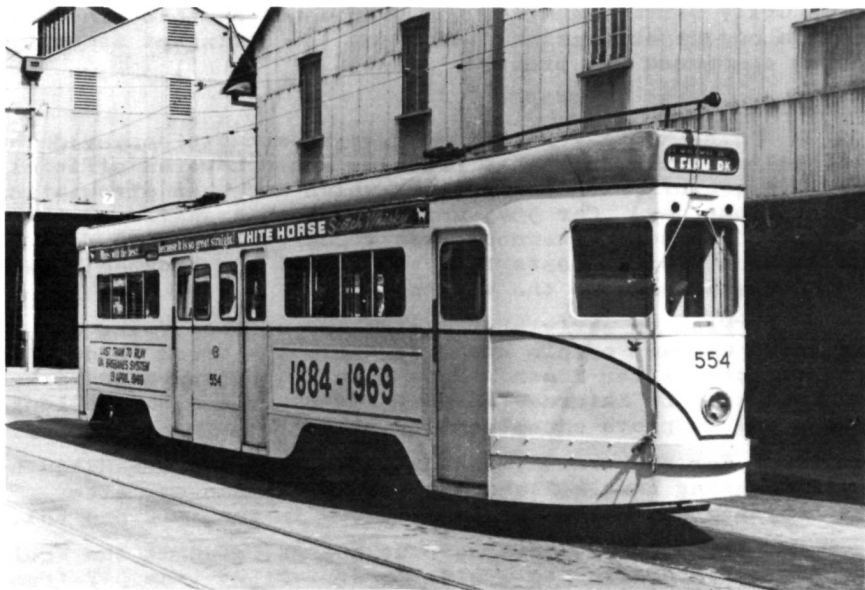
For the tramway enthusiast, a tour was organised by the BTMS using cars 402 and 534 running in convoy, after which Sydney and Melbourne fans toured in cars 412 and 531.

By 3.00 pm, large crowds had gathered at the Woolloongabba Post Office to await the arrival of tram 547 from Balmoral. 547 was to have a mail box attached and would carry a special souvenir last mail to be conveyed by tram. Some 3,000 specially printed covers had been prepared by the BTMS to commemorate the tramway mail carrying service. Delayed by the crowd posting mail on the tram at the 'Gabbra,

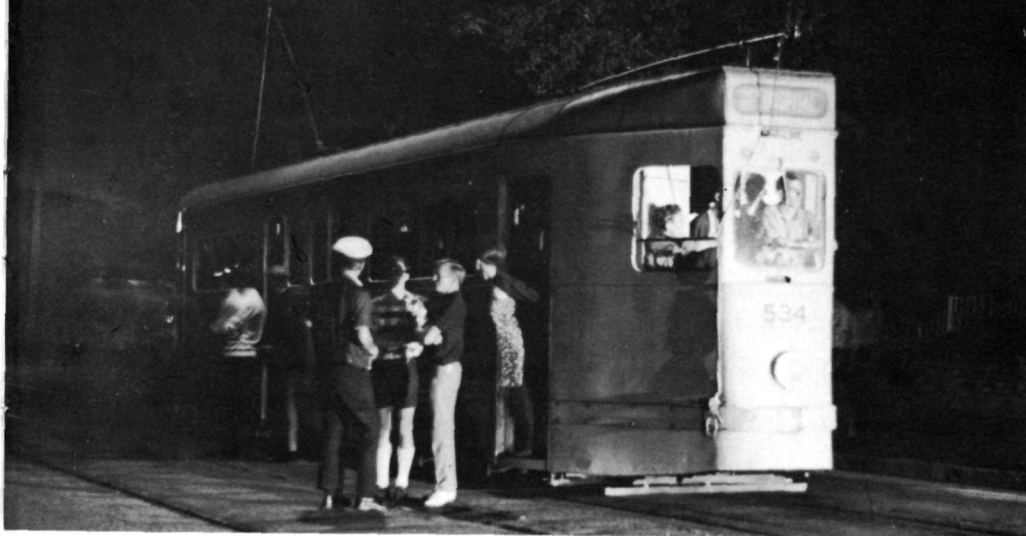
547 arrived at the G.P.O. in Queen Street nearly fifteen minutes late. The mail was collected by the Postmaster, Mr. H. Baker. The carriage of mails by tram in Brisbane commenced in 1887 and flourished until 1929 when the Post Office introduced motor vehicles for mail collection duties.

By nightfall the loadings on the shorter routes had decreased but trams to Salisbury, Mt. Gravatt, Belmont, Clayfield and Balmoral continued to leave the city with many passengers standing. Outside the Treasury Building a crowd of teenaged youths and young girls, estimated at nearly 300, dewired the poles of most of the trams arriving at this major city stop. Route numbers were taken and windscreen wipers on many trams were wrenched off. Some conductors prevented the dewirement of their tram's pole by wielding point bars or twirling the trolley rope from the rear cab window. The arrival of mobile police patrols broke up the crowd and the youths dispersed. However, many joined outbound trams and caused damage to many of the trams operating services during the system's last hours.

The last tram to enter the depot was 534 from Oriel Park. Operating as run 47 with Motorman V. Carter and Conductor I. Muhammed, car 534 had a police officer stationed at the front nearside door, as did many other last



Car 554 standing in Milton Workshops yard on Saturday, 12th April. Although tramway operation commenced in 1885, the date 1884 on the side of the tram is thought to be the year in which the tramway company was formed.



Tram 534 stands in Lancaster Road, Ascot waiting for power to be restored. Of the twentythree trams in operation on the last night only three, including 534, returned to the depot without being vandalised.

trips. Most of the passengers were tramway enthusiasts who had joined the tram on its previous journeys through the city. At stops where gangs of youths were waiting, the doors were closed, requiring intending passengers to enter via the front entrance and passing the policeman as they did so. The youths, however, decided that being under the eye of the law was no fun and let the last tram to Oriel Park go unmolested. Along Racecourse Road 534 was hard on the heels of car 497 operating the last Doomben service and paused as 497 turned right into Lancaster Road before proceeding left into the same thoroughfare. Approaching stop 33 at Kitchener Rd. all lights suddenly went out and the tram slowed to a halt. The pole was checked and switches tried before it was realised that the power had been turned off. Many passengers alighted and took photographs or chatted with the crew and the law. Down the road, in the distance, could be seen the darkened shape of 497, also stranded. A tramway inspector drove up and reported that the failure of the power was probably due to a faulty breaker at the substation which had given trouble on previous occasions. It was later confirmed officially that a section switch box at Hamilton had been forced open and the power switched off from that point to the terminus. At 10.55 pm, after 22 minutes of darkness, power was restored and, with a cheer, everyone reboarded the tram for the short run to the terminus.

After more photographs had been taken, the last tram from Oriel Park departed for the depot. At Breakfast Creek the tram was joined by a police motorcycle for the final run through the city. Approaching Valley Junction, car



With only one hundred yards to go, 554 is bathed in the light of numerous flashbulbs as it turns under the railway bridge with a "Foreign Legion"-capped Lord Mayor at the controls.

From a colour slide by Dick Jones

554 was seen in Warner Street surrounded by a large crowd with the press and police in attendance, and the Lord Mayor was roundly booed amid cheers and laughter as 534 swept by.

Arriving at Woolloongabba Junction the last tram from Balmoral, 547, hove into sight and 534 waited. 547 was directed through the junction ahead of 534 to arrive at the depot at 11.43 pm. After discharging passengers in Ipswich Road, 534 was driven into the depot by Mr. W. Dann, Traffic Manager, at 11.44 pm.

At Warner Street, the Lord Mayor, Alderman Clem Jones; the Transport Minister; Aldermen; Transport Department representatives; Tramway Union officials and BTMS President Bill Daniells and Secretary Steve Tyrrell boarded 554 for the run to the Workshops. Motorman A. Gambling and Conductor J. Turner were the crew of Brisbane's last tram which had been washed and polished for the occasion by the Workshops staff.

As 554 moved out of Warner Street the crowd cheered and spontaneously sang "Auld Lang Syne". Leading the procession were three police motorcycles with lights flashing, followed by 554. Nearly 500 motor cars tailed the tram along Wickham Street and into Queen Street which was lined with cars and people. As the tram passed many cheered, some booed, the remainder stood silently, their thoughts known only to themselves. At the George Street intersection, Alderman Roy Dent, a former tramwayman, alighted to change the points for the last time. A hurried search was made for a point bar as

the roadside point changer had already been removed. The five year old tram then made quick progress along George St., and into Roma Street for the final mile to the Workshops.

Outside the Workshops gate nearly 100 people waited to witness the end of the run. The gatekeeper stood ready, a policeman nearby. The sound of car horns heralded the tram's approach. The gatekeeper rolled the gate open, the crowd stood back. In a blaze of light 554 swept under the railway bridge with the Lord Mayor in the cabin with the motorman. The tram slowed and entered the Workshops yard, as muffled trumpets played the 'Last Post'. The gate rolled shut and the lock was snapped. As the 50 guests alighted, press floodlights lit the scene. The Lord Mayor handed the tram over to the care of the Brisbane Tramway Museum and shook hands with the Museum President, Bill Daniells. The crowd jeered as the Mayor moved away and he turned and waved cheerily to them before leading his guests inside for refreshments. The Brisbane Tramways were no more.

The crowd drifted slowly away to their cars or wandered off on foot to find their way home as best they could for it was too early for the first bus and the last tram had just gone.....

BACK PAGE: Bogie car 17 rumbles down Mitchell Street, Bendigo towards Charing Cross in October, 1966. Car 17 began its career when the Prahran and Malvern Tramways Trust took delivery of the tram from the Adelaide carbuilders, Duncan and Frazer in 1914. The Melbourne and Metropolitan Tramways Board, which took over the PMTT in 1920, sold the car to the State Electricity Commission of Victoria in 1951. Still on the operating roster at Bendigo, the future of the 55 year old veteran is now somewhat uncertain.

Photo: Dave Rawlings



Steam was seen at the Museum again on Sunday, 23rd March when the Northern Nursery Schools' Association ran a steam-hauled special to the Royal National Park.

