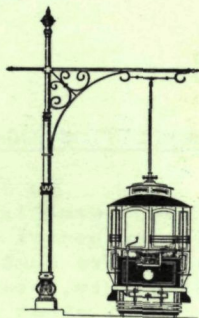


# TROLLEY WIRE

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



OCTOBER 1969



## DEMOLITION AND SALVAGE DEPARTMENT

On Saturday, 6th September, SPER members commenced demolishing four huts and the dining hall of the former hostel at Steelhaven, near Port Kembla. The buildings were donated to the Museum by the Australian Iron & Steel Pty. Limited and were built about 1946 to house the migrant steel workers.

The first day saw three of the huts reduced to piles of timber and broken fibro and the dining hall partly unroofed. On the Sunday the roof trusses and side wall of the hall were brought down (literally!) and six tons of corrugated iron and timber were trucked to the Museum.

On the following weekend the kitchen section was tackled. This turned out to be an area reeking of putrid oil and grease which coated everything, old rat's nests, a dead cat and cockroaches by the hundreds. Most of the timber in this section was burned and only a small amount was salvaged.

Over the following weeks, the floor of the dining hall was lifted to salvage the bearers; the floorboards were found to be rather brittle and could not be lifted successfully. The remaining hut was levelled and the area tidied up.

The salvaged timber, remaining iron, etc., was transported to the Museum in two semi-trailer loads while some 500 bricks were carted in Peter Macdonald's truck.

## ANNUAL OPEN DAY

The SPER Open Day and Dinner will be held on Saturday, 13th December. Notices will be posted to members towards the end of November. Remember -- keep this date free!

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COVER PHOTO: Steam tram No.8 of the Rockhampton City Tramways passes the Post Office in East Street, Rockhampton. This small system ceased operation in June, 1939. During their last years of service these small steamers carried a painted "V" stripe on the front apron and an inverted "V" on the rear. No.8 differed from the rest of the fleet by carrying the inverted "V" stripe on the front and no explanation has yet been offered as to why No.8 should have differed from the other nine trams.

# TROLLEY WIRE

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\$2.00 per annum, post paid.

## NEW MEMBERS

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

Donald Cottee	215
Robert McKeever	216
Ian Dunn	217
Russell Steer	218

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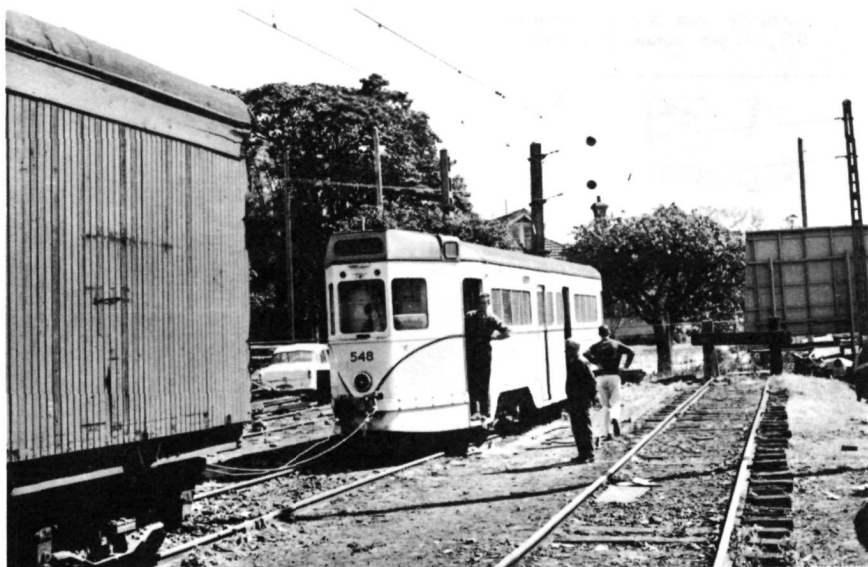
Whatsoever thy hand findeth to do, do it with all thy might.



The mess hall provided a large quantity of usable galvanised iron roofing and timber. Here the trusses are prepared for dropping, the roof having been removed the previous day.



The huts went down the easy way! After dust settled, usable timber was salvaged from the ruins.



548 is hitched up and ready to roll. Attached to an MBC box car by a tail rope, 548 will be towed with its hand-brake partly applied to prevent rolling into the train when the train makes a brake application.

548 MOVES AGAIN

The NSW Rail Transport Museum moved its Petersham-based rolling stock to Enfield on Saturday, 20th September. Locomotive 48121 assembled the odd assortment of vehicles which were to make the transfer together with 3 "S" trucks of miscellaneous items, tools and equipment.

Before departing for Enfield, 48121 was used to move the former Brisbane tramcar 548 up the Petersham goods yard. Marshalled behind the diesel were the two special service vans, an MBC box car and, attached by a tail rope, 548. The movement through the yard was accomplished without incident and, once clear of the pointwork, the tram was allowed to coast under gravity (with some slight manpower assistance) to the newly vacated cable shed.

548 is now stored under cover and we are very grateful to the Department of Railways for allowing us to use the Petersham cable shed for the storage of our newest tram.



Coasting down the siding with some manpower assistance, 548 is overtaken by 48121 shunting the special service vans on the adjacent track.

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TROLLEY WIRE

Over recent months TROLLEY WIRE has been plagued by lengthy delays in printing which has resulted in the Publishing Department deciding to change to a printer who can provide a more reliable service. The changeover took place with the last issue and we hope to have the magazine back on schedule with the December issue. We have on hand a number of orders for 1969 issues. These are all out of stock but steps are being taken to have the February, April and June issues reprinted. Our printing order has been increased and we should have less difficulty in fulfilling orders for current year copies of TROLLEY WIRE in the future.

AETM COULD BE A MAIN ATTRACTION IN NEW  
SEASIDE RESORT

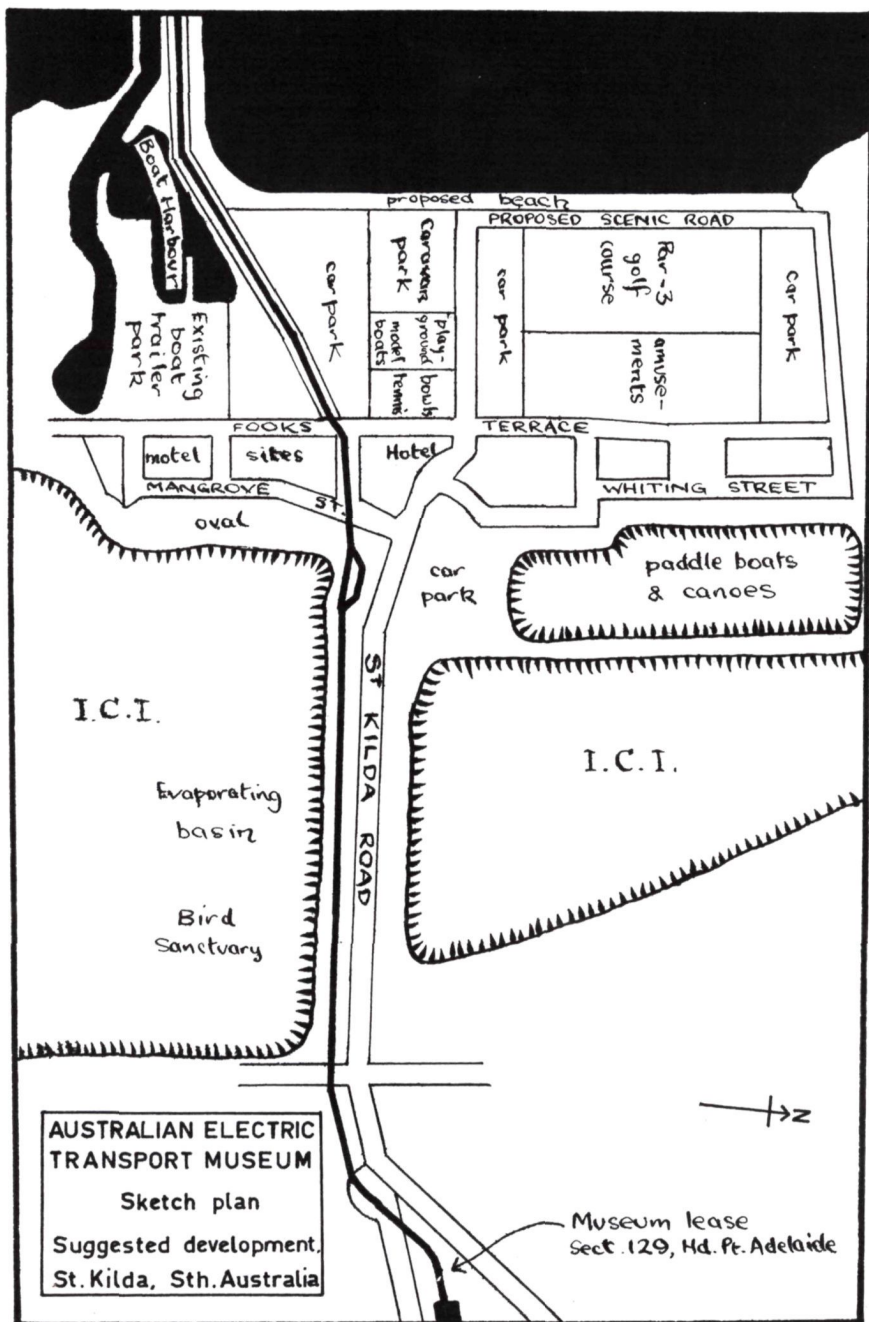
At the Annual General Meeting of the Museum in March, this year, a planning officer from the Salisbury City Council, whose boundaries include St. Kilda, and the Museum site, spoke to members about a developmental scheme proposed for the greater St. Kilda area. Although to people who have long-standing acquaintances with this seaside township which the advances of civilisation appear to have by-passed, remain sceptical of the rather ambitious scheme, the Museum has solid grounds for being excited both about the Salisbury Council's forward looking policy for St. Kilda, and its genuine concern for the success of the Museum project as an important part of the whole plan. Earlier in the year, officers of both the Museum and the Council discussed plans of mutual interest for the St. Kilda area and the Museum site itself; the Council acknowledged the achievements to date of the Museum very enthusiastically, and promised continued interest in its future activities and even material assistance where this was possible.

Although the Council has already embarked on parts of the scheme, St. Kilda still looks basically the same as it always has -- large areas of swamps in the midst of which is an uninviting cluster of shacks; served by a dilapidated hotel and general store. Since the sea is largely a backwash of the Port Adelaide River, the water is murky and shallow (good for crabbing), and washes sleepily onto a muddy, slimy beach. Mangroves thrive in the swamps. As the accompanying map shows, the largest expanses of swamp belong to the I.C.I., and are salt evaporating basins.

The impetus behind the Council's desire to develop St. Kilda stems from the anticipated increase in population on the inland areas behind those shown on the map. These stretch for a number of miles east towards Salisbury and Elizabeth, one a large town and the other Adelaide's satellite city. With suitable facilities installed, St. Kilda, it is hoped, would be the first choice of up to 50,000 people if they wanted a day at the seaside.

The Council's plan is flexible, and will depend on the availability of finance and the demands of rate-payers, the latter of which is by no means evident in any but the St. Kilda ward of the Council area. If it proceeds to schedule, however, St. Kilda will have been completely transformed by 1980. So far, most attention has been directed to the boat harbour; this has been extended and dredged together with a deep-water channel to connect it with the open sea. Already, quite a number of smallcraft use these facilities at the week-end, which is encouraging.





Another major work completed is the filling of the area marked 'oval', east of Mangrove Street, formerly just swamp. The entertainment of children who do not find the beach an inducement to play is as yet embryonic; a gingerly attempt has been made by an entrepreneur by his establishment of a merry-go-round with a refreshment stall--appropriately just opposite the existing hotel. Not spectacular, but ultimately vital to the scheme, is the Council's policy to condemn existing shacks as the opportunity arises. Consequently, the number of these unlovely structures is gradually diminishing.

The route of the proposed tramway to be operated by the Museum is indicated on the map, and runs beside the main road to the beach, through the township, and out onto a causeway which the Council hopes to construct parallel to the boat channel. If this rather adventurous track is built, a difficulty will be encountered on the stretch skirting the evaporating basin, which requires the raising of a causeway. The Council, however, is aware of the problem, and has offered some assistance in this direction, depending on the method of construction adopted.

In the meantime, the policy of the Museum is not to think about the scheme too much, but rather continue with the work in hand at the site which is still largely concerned with vehicle restoration and construction of facilities. However, both the necessity of good public relations during 'visiting hours', and the possible integration of the Museum with the 'New St. Kilda', ensure that future planning in the AETM will be cautiously ambitious, and not introspective.



Adelaide D-class car 122 at St. Peters Terminus in August, 1954.

Photo: Ken McCarthy





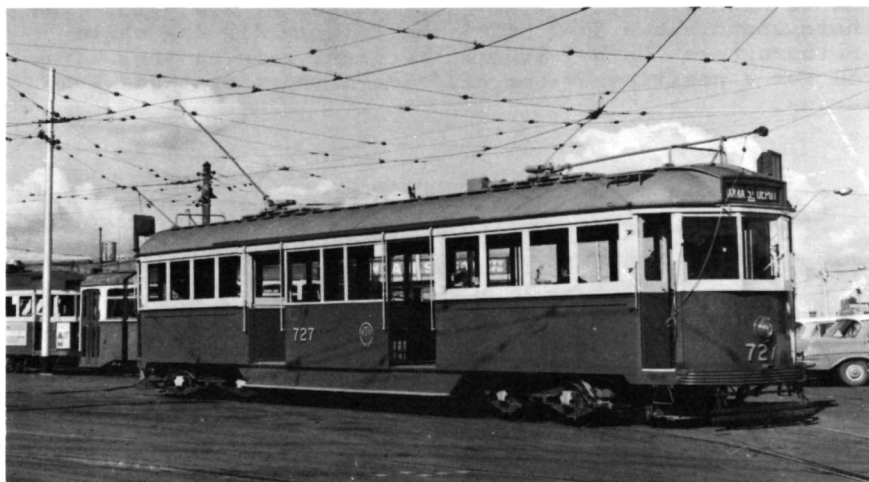
### TOUR TO OBERON

Oberon was the destination for the tour run by the SPER on 31st August. 3642, one of the two last members of the 36-class in service, was in charge of the train from Sydney to Tarana with assistance from Penrith to Katoomba being given by 4639. On the branch line with its 1 in 25 grades and five chain curves, diesel 4505 provided the motive power. A light drizzle did not dampen the spirits of the photographers and even the D.E. on the head end did not deter them. On the return journey, 3642 took the train again from Tarana to Sydney with assistance over the Lithgow to Newnes section from electric locomotive 4613. The photo above shows 3642 below the Lithgow Zig-Zag while photographers (below) ignore the light rain as they scramble for a position on the hillside a short distance from Tarana.





During June and July the inbound track in Collins Street was relaid in concrete. Inbound cars were diverted via Latrobe Street while the relaying was in progress. W6 car 975 is passing the work site on 29th June, 1969 while the concrete truck waits to discharge its load.



W5-class car 727 has re-entered service after an overhaul with the narrow centre doorways and side destination boxes removed.

Photo: Dale Budd

# THIRTY YEARS SINCE.....

## *part one*

The month of October 1969 marks the 30th anniversary of the initiation of the major closure programmes of Australian tramway systems. At 1.54 am on 1st October, 1939, "0" type tramcar 831 entered Manly Depot marking the closure of tramway operation in the Manly - Pittwater area north of Sydney; the first major conversion of electric tramways to bus operation in Australia. The trams lingered in the depot of this isolated system for another three weeks when the transfer of the last car, 1331 (on the special ferry across Middle Harbour), to the North Sydney network on 20th October wrote finish to any possibility of the trams returning to this area.

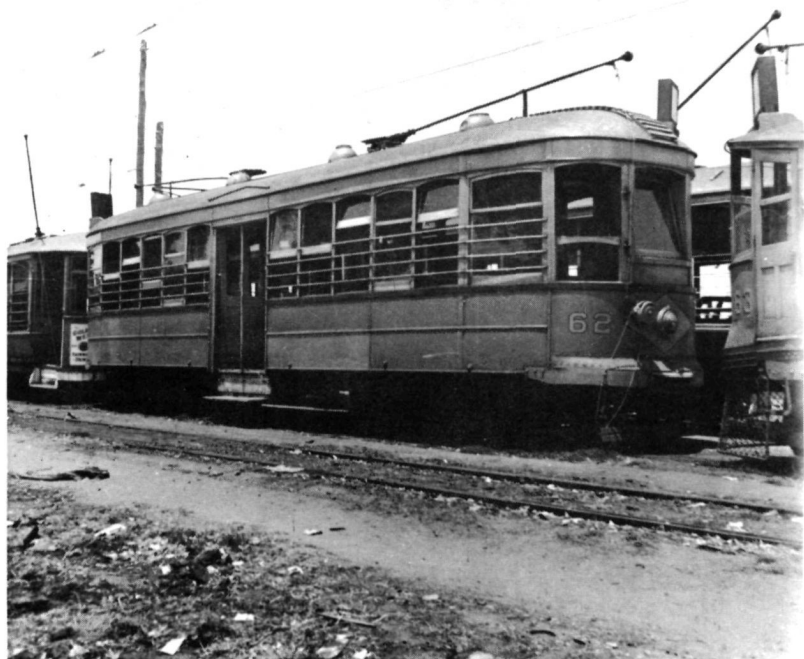
Prior to 1939, conventional street tramway operation had been abandoned in the Australian centres of Broken Hill, Maitland, Sutherland, Parramatta (Government line), Kogarah and Arncliffe in N.S.W. (steam worked); Leonora in W.A. and Port Adelaide in S.A. (electrically worked) and Gawler in S.A. (horse operated), while in June 1939 the compact, Municipal operated Rockhampton, Qld. steam tramway, which amounted to  $6\frac{1}{2}$  track miles, was closed in favour of bus operation.



0 car 1273 at the Narrabeen terminus of the Manly system during the nineteen twenties.

World War II and the associated liquid fuel shortages caused a lull in the programme of any further major tramway abandonments thus giving a reprieve to some of the 20 separate systems for the next nine years. The Bourke Street cable line in Melbourne, the last of a once vast cable tram network, and the privately owned Parramatta to Redbank Wharf steam line in New South Wales closed in 1940 and 1943 respectively due to other wartime considerations. The unavailability of suitable cable material from England prevented any emergency extension to the life of the Bourke Street lines, while the declaration of the last half mile or so of the Parramatta line as a wartime security area aided the closure decision of that old undertaking.

A list of the separate systems still in operation in 1939 and their ultimate fate appears opposite.



Perth's H class was a "Washington" type car imported for experimental use from J.G. Brill & Co. and is seen here at the East Perth car barn in December, 1943.

Photo: the late Wal. Jack

CENTRE	STATE	GAUGE	TRACTION	LAST CAR	CLOSURE
Perth	W.A.	3'6"	Electric	66	19-7-58
Fremantle	W.A.	3'6"	Electric	32	8-11-52
Kalgoorlie	W.A.	3'6"	Electric	?	6-3-52
Adelaide	S.A.	4'8½"	Electric	269	22-11-58 *
Victor Harbour	S.A.	5'3"	Horse	5 or 6	May 1955
Hobart	Tas.	3'6"	Electric	( 128 130	21-10-60 24-10-60 **
Launceston	Tas.	3'6"	Electric	1	13-12-52
Melbourne	Vic.	4'8½"	Cable	?	26-10-40
Melbourne	Vic.	4'8½"	Electric	--	In service
St. Kilda	Vic.	5'3"	Electric	28	28-2-59
Sandringham	Vic.	4'8½"	Electric	51	4-11-56
Footscray	Vic.	4'8½"	Electric	459	3-3-62 ***
Geelong	Vic.	4'8½"	Electric	4	25-3-56
Ballarat	Vic.	4'8½"	Electric	--	In service
Bendigo	Vic.	4'8½"	Electric	--	In Service
Sydney	N.S.W.	4'8½"	Electric	1995	25-2-61 †
Rockdale	N.S.W.	4'8½"	Electric	( 220 154	3-9-49 7-9-49 **
Enfield	N.S.W.	4'8½"	Electric	1061	21-8-48
North Sydney	N.S.W.	4'8½"	Electric	1212 & 1347	28-6-58
Parramatta	N.S.W.	4'8½"	Steam	31A, 1 & 3	31-3-43
Manly	N.S.W.	4'8½"	Electric	( 831 1331	30-9-39 20-10-39 **
Newcastle	N.S.W.	4'8½"	Electric	147	10-6-50
Brisbane	Qld.	4'8½"	Electric	534 & 544	13-4-69
Rockhampton	Qld.	3'6"	Steam	?	24-6-39

Notes: \* The Glenelg interurban line is still in operation.

\*\* Where two closure dates are given, the second one is where an official ceremony, or a special trip for local identities took place after the closure of public services.

\*\*\* Joined to main system on 2-5-54, but local lines of the once isolated system closed 3-3-62.

† RL-class car 1979 is still used for shunting in the former Randwick Tramway Workshops in Sydney.

"The best laid plans of mice and men are apt to go awry" and so it transpired that the post World War II plans of many of the listed tramway undertakings largely turned out in a different way than anticipated.

By 1948 the planned future for the various Australian tramways was as follows:-

1. To be progressively extended and new rolling stock constructed:-

Adelaide, Brisbane, Melbourne (and Footscray).



Car 51 of the Victorian Railways standard gauge Sandringham-Black Rock tramway at Black Rock terminus in January, 1951.

Photo: Ken Mc Carthy



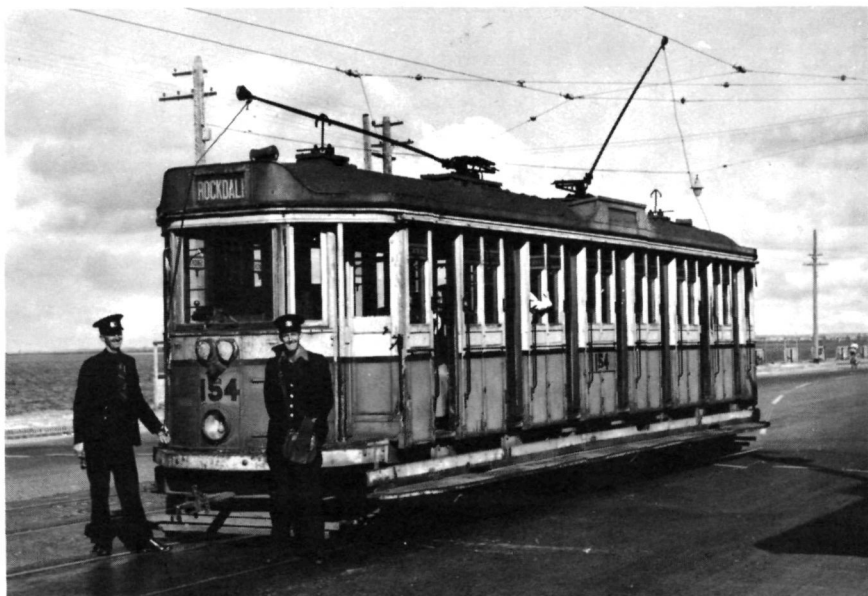
Melbourne X2 car 677 and X1 466 at Footscray Railway Station on the (then) isolated Footscray lines in January, 1954.

Photo: Ben Parle



2. To be retained, new rolling stock to be built, but some lines to be converted to bus operation:-  
Hobart, Sydney, North Sydney.
3. Operation to continue, some extensions possible, second hand rolling stock to be obtained:-  
Geelong, Ballarat, Bendigo.
4. Operation to continue for the time being:-  
Fremantle, Victor Harbour, Rockdale, St. Kilda, Kalgoorlie.
5. To be eventually replaced by bus or trolley bus operation:-  
Enfield, Newcastle, Perth, Launceston, Sandringham.

*to be continued...*



L/P 154 stands at the bayside terminus at Brighton-le-Sands during the last week of operation of the Rockdale line in September, 1949. The bumper and kickboard are still showing faded white paint from the wartime brownout era.

Photo: Ben Parle

BACK PAGE: Hobart's second doubledeck car to carry the number 3 was built in 1922. Like other doubledeck cars then operating, No. 3 lost her top deck in 1947 following a series of accidents on the Sandy Bay line. Our photograph shows No. 3 in Elizabeth Street outside the Hobart G.P.O. about 1946.

