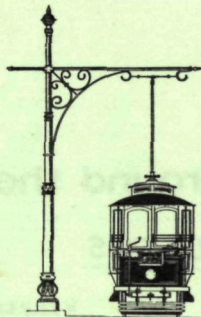


# TROLLEY WIRE

**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**



**FEBRUARY 1970**



## around the depot....

### LOFTUS

Winstan Bond, Treasurer of the Crich Tramway Museum, visited Australia on a round-the-world trip last October. Winstan spent the 7th and 8th of October photographing trams at Loftus, riding the experimental double deck suburban M.U. set and inspecting the trams stored by the MAAS. Winstan also visited the TMSV and the AETM, as well as covering the four remaining tramway systems, before returning to Britain via New Zealand and USA.

Time lost on the new roof due to bad weather was made up on 22nd and 23rd November when roofing was completed over the third and fourth bays on the eastern side of the depot. The fifth bay was completed on 14th December.

F 393 is to be prepared for the Cook Bi-centenary Celebrations and to this end is receiving quite a lot of attention to the roof, including recanvassing and painting. A new trolley bridge was fitted on 11th January and Bill Turnbull is trying to obtain some blue glass for the crown lights in the saloon. Bill hopes to get glass suitable for etching so the glass will show the correct etched flower pattern when fitted to the car.

The R car's bogie has been fully overhauled and the motor with the faulty bearing was replaced by a motor originally overhauled for use in P 1497. Bill Parkinson carried out the overhaul aided by the cranes in freight car 24s. 1740 was tested on 28th December and was passed for service. It now runs better than ever and once more has that typical R car sound!

The Museum's Members Day and Annual Dinner was held on Saturday, 13th December. After an enjoyable dinner, members and friends were treated to 16mm movies of Brisbane's trams during their last days of service taken by Jim Powe and scenes of Sydney's trams during the 1920's and 1930's from Roger Mackenzie's valuable collection.

Peter Macdonald managed to get the Museum's lawnmower operating again and there has been no shortage of volunteers willing to tackle the job of cutting the grass

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FRONT COVER: Victorian Railways 5'3" gauge standard bogie car 33 receives a wash at Elwood depot. The cars on the St. Kilda to Brighton Beach line were always kept clean and the paintwork was usually spotless.

Photo: Ben Parle

# TROLLEY WIRE

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## NEW MEMBERS

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

Kenneth Shambler 225

Norman Rigney 226

Change your pleasure, but  
never change your friends.



Russell Willis, Mike Giddey, Bob Cowing and Dick Jones working on the new roof on 14th December.

in the depot area. Weeding and spraying the track is another job to be tackled shortly.

With the completion of the new roof over the front portion of the depot the poles for the original structure have become redundant and Mike Giddey has been removing these using jacks to loosen them, then using a chain block on the freight car cranes to lift them from the ground. Luckily these poles were not set very deeply and their removal was relatively easy.

The Museum swapped some parts from recently scrapped motor truck No.2 for two former tramcar compressors, a governor and various gauges which had been used as a workshop compressor in a local milk vendors garage. It is intended that these items will be used in our new workshop area.

The last of the rail stored at Potts Hill was moved to the Museum site on 21st January. This leaves only a small amount of cleaning up -- mainly sleepers to be lifted -- to finalise this rail-lifting job and our thanks are due to the Water Board for allowing us to leave our rail on the site for such a long period.

Recently inspected with a view to purchase was the emergency power supply equipment in the now closed Palace Theatre in Sydney. However, the motor/generator set was too small for Museum use and no further action was taken.

#### A WORD FROM THE SUBSCRIPTIONS DEPARTMENT

The Subscriptions Department of this magazine is presently undergoing reorganisation and the new Subscriptions Officer, Bill Denham, would like all those readers who receive TROLLEY WIRE by post to advise immediately of any error in the postal address as shown on the envelope. It would also be appreciated if change of address could also be advised as soon as practicable to allow our address file to be kept up to date.

All enquiries regarding TROLLEY WIRE subscriptions, back issues of this magazine etc. should be sent to:

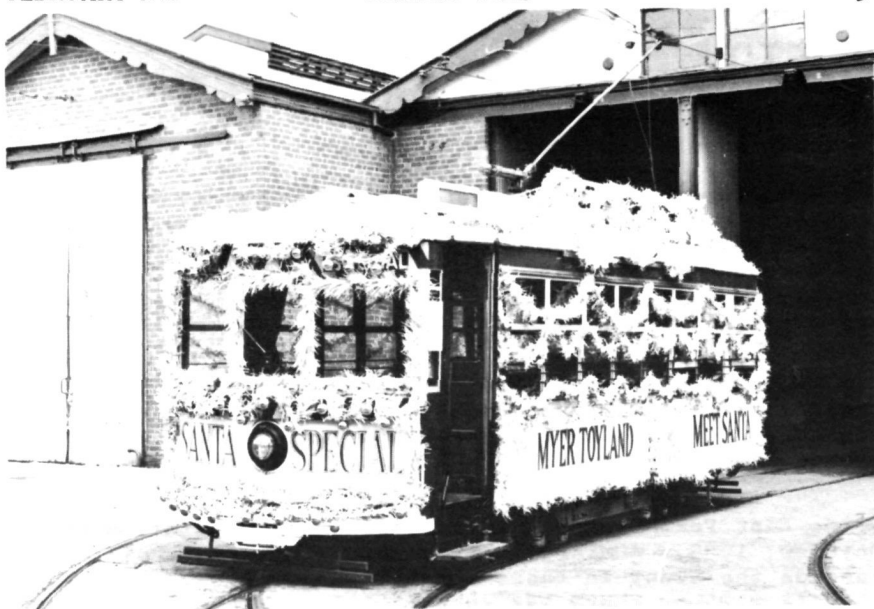
Subscriptions Officer,  
S.P.E.R.,  
Box 103, GPO, Sydney.      2001

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#### PARDON THE SLIP, BUT....

On page 13 of the October, 1969 issue of TROLLEY WIRE is a table. At the bottom the last car(s) to operate over the Brisbane system were, of course, 534 and 554.

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Once again the Myers stores in Ballarat and Bendigo celebrated Christmas with decorated trams. Bendigo Birney 28 (above) is decked out in a festive silver-blue while Ballarat's "truck" No. 18 was painted a rather solid red and green.

Photo: Dick Jones



# EXIT — Perth's Trolleybuses

From our special correspondent in Perth.

An era of Australian transport came to an end when the Perth Metropolitan Transport Trust phased out the last of its trolleybus fleet on 29th August, 1969. Trolleybuses had served the people of Perth for 36 years but high maintenance costs and the high cost of extending the system to new areas has been quoted as the reasons for their replacement.

The Western Australian Government Tramways received their first trolleybuses on 10th June, 1933 when one complete Leyland with a Park Royal body and two crated chassis were unloaded from the s.s. "Limerick" at Fremantle.

The system began with a service from Trafalgar Road, East Perth to West Leederville railway station on 1st October, 1933. A diary kept by Motor Inspector Phil Glover records the event in these words:

"At 2.25 pm there was an official opening at West Leederville by the Minister for Railways, Mr. Willcock. During the afternoon we were not able to cope with the loading and



Perth trolleybus No. 3 arrives at the mid city terminus in Wellington Street during the first week of operation.

Photo: WAGP, from Reg Francis collection



the people were joyriding. Many expressed their appreciation of this new form of travel."

Although a trolleybus line was in existence between Payneham and Paradise in South Australia from 18th April, 1932, it was of an experimental nature only, and thus Perth can claim the distinction of being the first city in Australia to instal a permanent trolleybus system.

The early days of the service were plagued with teething troubles and often the ingenuity of the crews was all that kept the new vehicles on the road. One of the many problems encountered was the continual dewirement of the trolley poles whenever the 'buses ran over rough sections of roadway.

During 1938, trolleybuses were extended to Wembley, Floreat Park, Claremont and Swanbourne and to cater for these new routes a further nineteen trolleybuses entered service. Eighteen more 'buses, originally built a part of an order for Canton in China, were introduced during 1940, raising the fleet total to forty Leylands. The route to Mt. Hawthorn was opened on 8th August, 1951 and the same



Trolleybus No.3 crosses William Street and proceeds along Wellington St. in October, 1933. A tram can be seen crossing Wellington Street at Barrack Street in the background.

Photo: WAGP, from Reg Francis collection

year saw an order placed for 50 Sunbeam trolleybuses. On 19th July, 1958, with the closing of Perth's last tramway line, a new group of trolleybus routes was opened; to Inglewood, Bedford and to Mt. Lawley.

In 1959, on 3rd August, trolleybus services to Clermont and Swanbourne were closed following the opening of the Narrows Bridge, the approaches of which affected the Perth end of these routes. On 17th March, 1963 the Mt. Hawthorn route was abandoned in favour of diesel buses, a move which aroused considerable public indignation. In 1968 new traffic schemes associated with the construction of a new freeway caused the closure of Ingleside, Bedford and Mt. Lawley routes, thus avoiding the necessity of altering overhead wiring. The last two routes, from East Perth to Floreat Park and Wembley, ceased to operate on Friday evening, 29th August, 1969.

The following day, on 30th August, the Australian Railway Historical Society ran one last special commemorative trip using trolleys 887, which had operated the last passenger run, and 846. Two 'buses, however, are to be preserved, Sunbeam 846 and Canton Leyland 38. Details of the preservation of these two trolleybuses will be appearing in a forthcoming issue of TROLLEY WIRE.



Trolleybuses 846 and 887 at Wembley terminus during a special last run tour by members of the ARHS on 30th August, 1969.

Photo: Reg Francis





Melbourne's freight car 19, former U-class car 205, runs along Victoria Parade during a tour by the SPER on 4th October, 1969, using Y 469 with 19 trailing along for photographic purposes. The freight car had difficulty keeping up with the faster 469 but it made 'beaut' "trammy" noises!



The "Newsday" tram, advertising a new daily newspaper, operated in Melbourne during October, 1969. The car, W7 1024, seen above in Elizabeth Street, sports a red and white paint scheme for its advertising duties.



The Crich site as it appeared in December, 1960. Leeds 600 an experimental tramcar, is prominent in the foreground.

Photo: Hugh Ballment



Southampton 45 and Sheffield's last tram, 510, in open storage at Crich in 1960. Car 45 was the first tram to be acquired for preservation by British enthusiasts.

Photo: Hugh Ballment.

# CRICH - the Tramway Museum Society



A view of the museum site. Crich, a large village of considerable age, can be seen on the left.

Photo: Geoff Dean



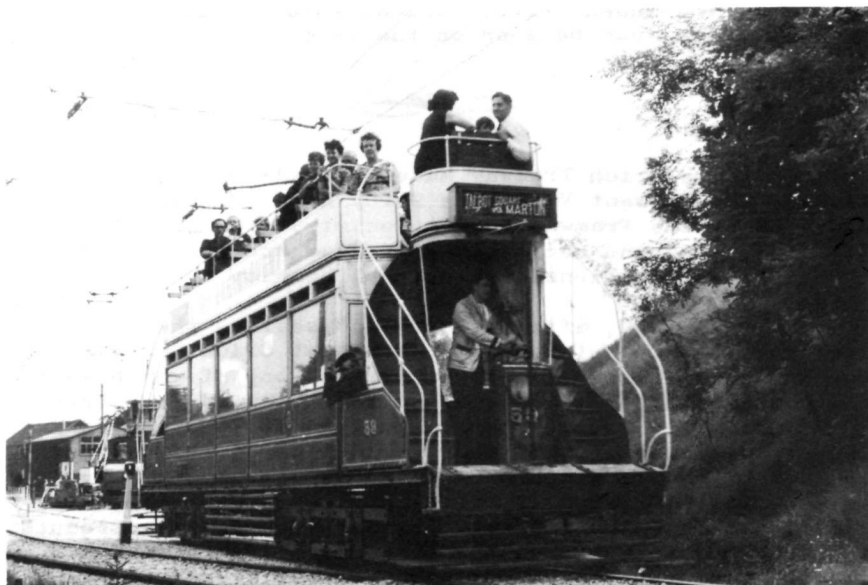
The Crich Tramway Museum stands on a hill overlooking the Derwent Valley in Derbyshire, England and is operated by the Tramway Museum Society. The Society was formed in 1955 and became incorporated and recognised by the State as a national educational charity in 1962.

In 1959, after a sustained search, the Society acquired the present museum premises at Crich. Dominating the scene is a large limestone crag on top of which is the Crich Stand, a tower memorial to the Sherwood Foresters who fell during the wars. The Museum line is constructed over the right-of-way of a 39 inch gauge mineral railway built in 1841 by George Stephenson to serve a quarry at the foot of the crag. Originally cable inclines and horses were used to operate the railway. Steam haulage was introduced in 1880 and continued on the line until 1956 when 0-4-0 diesel locomotives were purchased. They worked the line until the quarry closed in 1957. The freehold of part of the site, including the original loco sheds and workshop buildings, was purchased outright by the TMS in 1961.



A view of the depot complex at the Crich Museum. Johannesburg 60 and "Franklin" are standing in the foreground.

Photo: Geoff Dean



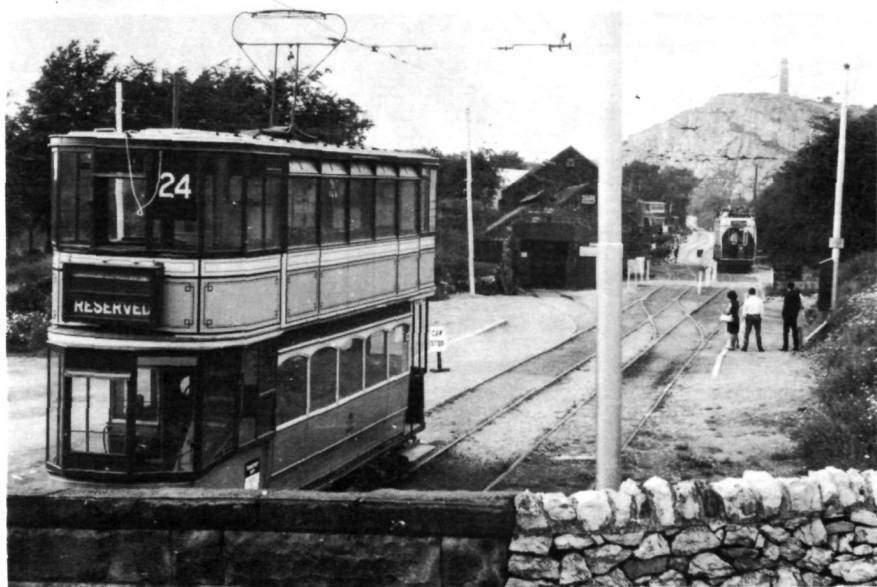
Blackpool "Dreadnought" 59 is the sole survivor of a very distinctive class. Entrance to the car is gained by the full width step at the rear.

Photo: Geoff Dean

By 1963 construction of the tramline had sufficiently advanced to permit horse operation using Bonny, a mare hired from a local farmer, harnessed to haul Sheffield 15, an 1874 vintage horsecar. In July, 1964 the museum was able to give their visitors the first ride by electric traction and has built up its traffic to 100,000 passengers a season.

During 1968, Crich planned a Grand Transport Extravaganza to be held on 1st and 2nd September with the aim of recreating an old time carnival typical of those held all over Britain on the Bank Holiday weekend. Drawn together in this ancient quarry were many examples of turn of the century fair equipment; vintage cars, trucks, buses, fire engines, and even a balloon ascent! Highlight of the weekend was the official handing over of a 1905 vintage tramcar from Prague. Donated by the Czech tramcar building firm of CKD Praha, Prague 180 was restored to its original 1905 condition and left Czechoslovakia only hours ahead of the advancing Russian Army.

To mark the Museum's tenth anniversary, a second Extravaganza was organised for the weekend 30th August-1st September, 1969 and would take as its theme the years 1939-



Glasgow 812 stands at Town End terminus waiting for Blackpool 59 to arrive. The depot area is behind the stone workshop buildings on the left. The Crich Stand can be seen dominating the scene.

Photo: Geoff Dean



1945. Glasgow tram 812 was operated with blacked-out windows, blue interior lights, headlamp masks, white bumpers, wartime posters and a lady driver. Postboxes were carried on Leeds 180 and Sheffield 189 throughout the weekend and special covers received a commemorative cancellation; the first special postmark devoted to a tramway event in Britain. Blackpool railgrinder No.2, now a generator car, was fitted with illuminations lent by Bolton Corporation, some of which had been used on illuminated trams in Bolton in 1907 and 1911.

The weekend attracted some 32,000 visitors to Crich. 14,715 passengers were carried on the trams which ran a six car service throughout the weekend, augmented to eight cars during mid-afternoon.

The collection of more than forty cars at Crich came from as far afield as England, Scotland, Ireland, Wales, Portugal, South Africa and Czechoslovakia. They range in age from 1873 for a horsecar from Oporto, Portugal, with features resembling those of the very first trams introduced into Britain in 1860 by George Francis Train; to Leeds railcar 602 built in 1953, the most modern tramcar ever constructed in Britain and the country's first and only all electric tram. Steam traction is represented by "John Bull", a Wilkinson patent vertical boilered tram engine



"Franklin", a standard English Electric industrial shunter from the Blackpool Corporation Tramways, provides motive power for the Sheffield rail crane.

Photo: Geoff Dean

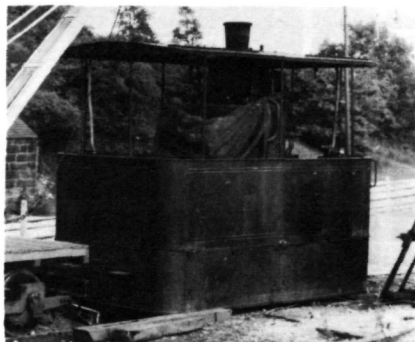


built by Beyer, Peacock in 1885 and used in Sydney on trial for a very brief and unsuccessful period.

The track is laid to standard gauge and consists for the most part of traditional grooved tramway rail. The overhead is of cadmium-copper figure 8 section wire and is equipped to operate both poles and bow collectors. The cars are operated at a nominal 450 volts, power being generated by the Society's own diesel generating equipment, with subsidiary sources available from the mains and batteries.

Services at Crich are operated on Saturdays, Sundays and Bank holidays from about noon to dusk, winter months excepted.

The Tramway Museum Society has achieved much in the ten years they have been at Crich and they have ambitious plans for the future. In the anticipation of these plans and continued success of their venture we wish them well.



The steam tram engine "John Bull" standing in the depot yard at Crich.

Photo: Geoff Dean



The special 10th anniversary postmark applied to mail posted on the trams at Crich.



BACK PAGE: In the depths of Malvern Depot, restoration work is carried out by the Tramway Museum Society of Victoria on some of their preserved fleet. Two of the cars are S-class 164, a Duncan and Frazer product of 1916; and X-class 217, a beautifully restored Birney built by St. Louis Car Co. in 1923.

Photo: Mal Rowe

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BEACH

164

BRIDGE R.

No

217

