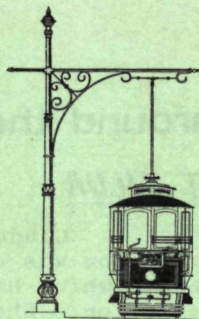


TROLLEY WIRE

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



JUNE 1970



around the depot....

ST. KILDA

Cladding of the walls of the new two road depot extension was completed in December, apart from a few upper sheets which have been left off to facilitate roof construction. Shed construction work was abandoned during January, February and March as the corrugated iron becomes too hard to handle in hot weather. Erection of roofing timbers commenced at the beginning of April.

During the summer months, attention has been focussed on the bodywork restoration of cars 111 and 282. General Manager John Pennack has led the team working on 111. Many small interior fittings have been removed from the No.2 end, have been scraped and revarnished and are ready for installation. John Hoffmann's group, working on car 282, have removed all the seats from the dropcentre compartment and are now refinishing them. It is expected that the dropcentre compartment will be shortly completed.

The Museum's plantation of trees and shrubs was rather reduced by the depredations of a flock of sheep in January. The grounds staff of the Engineering and Water Supply Department have since installed tree guards around each tree, and it is expected that almost all will recover.



General Manager John Pennack is seen here drilling a bolt hole through cross-timbers to the new workshop extension.

COVER PHOTO: Not yet complete but already a popular car, F393 is seen making a revenue run at Loftus. Crews have found the car slippery on its feet when starting on a grade without a load but familiarity with 393's handling characteristics will probably overcome this.

TROLLEY WIRE

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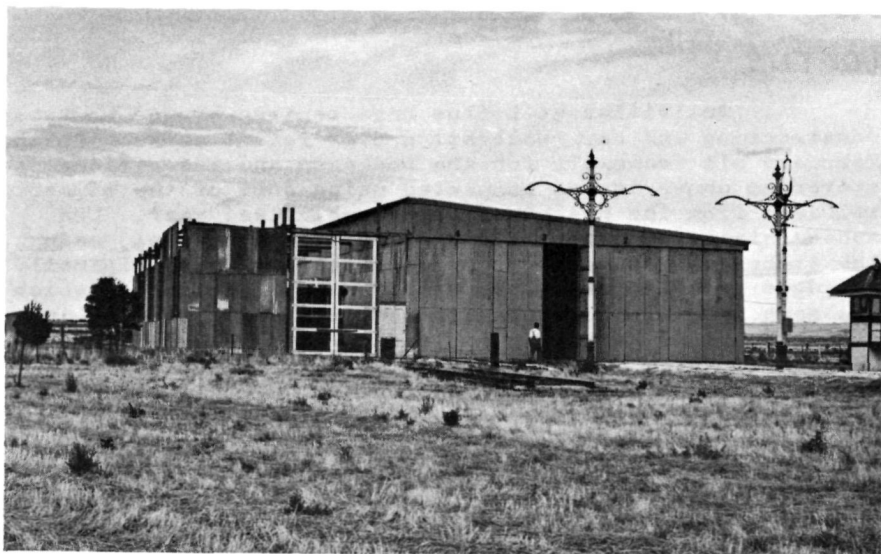
NEW MEMBERS

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

| | |
|-----------------|-----|
| Bruce Peelgrane | 227 |
| John Matts | 228 |
| Andrew Foy | 229 |
| Ian Hanson | 230 |
| Kenneth Leask | 231 |
| Peter Marriott | 232 |

The Committee and Members of the AETM welcome the following member to the Museum:-

I.K. Stuart



The walls of the workshop are now covered with iron. Doors are in position for road 5, but for the present, doors have been omitted from road 6 which houses the narrow gauge electric locomotive.



Secretary Graeme Kaines and other members are seen preparing the horsebox for painting. This task was completed in late 1969.

LOFTUS

Activities at Loftus have centred around bookshop construction and car restoration over recent weeks. During February all framework for the bookshop and the office/storeroom above it was completed using some of the timber salvaged from the hostel at Port Kembla last year. The access stairs were constructed (from the top down!) using the timber staircase from the old mealroom (and originally salvaged from the repair shop at Randwick Workshops) which was sawn in half and reconstructed with a 90° bend! Lining of the bookshop, stairway and office has commenced but cannot be completed until electrical work is finished. The office floor is timber from one of the Port Kembla huts and will be covered with hardboard and, later, linoleum. Work has progressed sufficiently to enable both office and bookshop to be brought into use and is a vast improvement over our previous temporary stall set-up.

Removal of the wooden pole at the corner of the bookshop and road 1 has enabled the first set of new doors to be completed and hung. These have been clad with "Trim-deck" and this material has also been used to line the dividing wall between the office/bookshop and the main depot area. The construction work has been carried out by Bob

Cowing and his crew. Attention has now been turned to the new workshop and mealroom areas at the back of A and B roads and the construction crew is busy using more of the ex-Port Kembla timber in this area.

During February, Mike Giddey spent his annual holidays painting R1740. He was assisted by Norm Chinn, with Peter Macdonald and Ray Murphy panelbeating the car skirting where necessary and Bill Parkinson painting the roof. This comparatively quick job has made a big improvement to the appearance of the car and shows what can be done by a few members keen enough to tackle a repaint job before the original paintwork deteriorates to a stage where major restoration work is required.

Obtaining roof paint for the trams was posing a problem until member Bob McKeever came to the rescue with seven drums of it. Following the delivery of the paint, Bill Parkinson, Mike Giddey and Dick Jones went on a roof painting spree and gave much needed attention to cars 154, 948, 1573, 141s and 71.

F393 has been the centre of a great deal of attention and is starting to look more like an F car should! A



"Friends of F393 at work on the tram yesterday" read the caption under this photograph taken by our "Trolley Wire" photographer for the "Daily Telegraph". In actual fact, the photo was taken five days before and was hurriedly posed while the car was being transferred from road 4 to road 1 to enable work to continue on the car roof.

concentrated effort by many members has made the transformation possible. Work has continued late into the night at weekends and, during April, several nights of each week as well. Phil Parker, Norm Chinn, Laurie Gordon, Bill Denham, Ted Davies, Dick Jones, Chris Jacobs, Trevor Glenn, Bob McKeever, Bob Cowing and Neil Sorensen have all contributed time to this project. A tremendous amount of work has still to be done and it is hoped that the coming months will see the job continued to completion.

Our D-car, 134s, required some attention following a dewirement in the depot yard which brought the trolley-pole, base and trolleybridge crassing to the ground. Rotten bridge supports gave way with the strain of the de-wired pole whipping up and down.

The tramway signal rescued from Wallsend in 1967 has undergone dismantling, cleaning, replacement of broken and/or missing parts, painting and reassembly in the hands of Bob Harvey. Bob has done all this work at home and only a small amount of welding is required around the base before it is ready to bring to Loftus.

That ancient blacksmith's drill which has lain in the darkest corner of the depot for some years has been hauled out and bolted to a post in the new workshop area. It is hand operated, slow, but it does work and is now earning its keep.



Passengers board R1740 at the Museum's platform.

Dick Clarke purchased three steel cupboards for book storage in the new storeroom and two of these have been hauled up bodily into the office through a doorway in the side wall provided for such manoeuvres. The third cupboard will remain at ground level until all construction work has been completed.

An unexpected visitor to the museum on 14th March was Linn Westcott, editor of the internationally known "Model Railroader" magazine. Linn was visiting Australia for the National Model Railway Convention held in Melbourne during March.

MORE SPARE PARTS FOR AETM

Recently the AETM Museum executive has taken steps to strengthen the stock of spare parts. A useful selection of body parts was obtained from D-class 126 and F-class 218 which were situated near Mylor in the Adelaide Hills. The Broken Hill Proprietary Company donated 150 narrow gauge sleepers and a spare truck for the electric locomotive from their now defunct Rapid Bay railway. This material arrived at St. Kilda during February. It was followed in March by a consignment of Sunbeam trolleybus parts donated by the Perth Metropolitan Transport Trust. Included were a number of spare trolley poles, a differential, selected electrical switchgear and several maintenance manuals. The executive is currently negotiating the purchase of several prefabricated overhead junctions from the Perth trolleybus system.

ST. KILDA DEVELOPMENTS

The Salisbury City Council has already made an impressive start to implementing its plan for the development of St. Kilda as a seaside resort, described in the October 1969 issue of TROLLEY WIRE. During the summer, contractors have dredged a boat channel out to sea, and have used the dredged material to build a causeway nearly half a mile long adjacent to the channel. It is on this newly-built causeway that the AETM may one day operate a promenade tramway service.



The side panels of R1740 and F393 were adorned with this Bi-Centenary reproduction of the Sutherland Shire Council coat of arms.



SPER AND THE BI-CENTENARY

The Bi-Centenary fortnight proved to be an interesting experiment for the Museum. For the first time, daily operation from 9 am to 9 pm was organised and some excellent publicity was received, with much goodwill generated. The Museum was listed in the official programme as one of the places of interest for people to visit and was included in the itinerary for special coach tours of the Sutherland Shire and "Cook territory" organised twice weekly during April by the NSW Government Tourist Bureau.

TCN Channel 9 took film at the Museum on 12th April and the results were screened during their "Weekend Magazine" a week later. Members watched the programme on portable TV sets provided by Dick Clarke and Bill Parkinson, while tramway services ceased for the duration.

Ray Castle, the "Daily Telegraph" columnist, got wind of the restoration of F393 and a photograph of the car appeared in the column on 24th April. Press releases sent out by Peter Kahn made sure the mass media was aware of our activities during the celebrations. "Trams at Loftus" appeared in Bi-Centenary activities programmes published each day in the major Sydney newspapers while many radio stations mentioned us by name during the period. Coverage was also received from local newspapers and leaflets prepared by Vic Solomons and Glenn Buckman for general distribution through the Tourist Bureau and many other points.

R1740 and F393 carried special reproductions of the Shire seal produced by the Sutherland Shire Council for the occasion. On 1740 it replaced the side numerals on the centre panel and on 393 it appeared where the tramway coat of arms will one day appear again.

Five trams operated 267 trips over the sixteen day period, carrying 5,224 fare paying passengers. Included in this total are eleven bus loads of schoolchildren and five other tourist coach or group visits not counting those organised by the Tourist Bureau.

The weekday operations were generally quiet with most activity occurring in the afternoon. Ever had 145 schoolchildren descend on you when you least expect it? The night running was purely experimental in nature and will probably not be repeated in the future, but it did give many members a chance to take night photographs of our trams. The busiest day was 26th April when 1073 tickets were sold on 31 trips.

Our traffic crews are to be thanked for the part they played in making the Bi-Centenary a success for the

Museum. Many of them took leave or arranged days off work to assist with the traffic operations. Quite a number of our newer members deserve thanks also, for they were often given uninteresting, but nevertheless important, jobs like cleaning cars, washing windows, picking up rubbish or raking up leaves (the last being one at which Danny Urbas is still hard at work). Their efforts enabled our regular workforce to continue the work on the F car and bookshop without interruption.

GOULBURN STEAM MUSEUM OFFICIALLY OPENED

After some ten years of work, the Marsden Museum of Historic Engines was officially opened by Mr. R. Brewer, MLA, at 2.50 pm on Saturday 4th April, 1970.

The museum is the work of Mr. Bruce MacDonald under the sponsorship of the Goulburn City Council. During the 1950's Bruce MacDonald retrieved the former NSWGT steam tram motor number 103A from the scrapheap and over a number of years restored this relic to service in his backyard at Homebush. It is this steam tram loco which operates over the Parramatta Park tramway museum line.

All would agree that this one preservation effort would be enough for Bruce to rest on his laurels, but no sooner was 103A back on the rails than Bruce directed his attention to the Goulburn scene. The next field to be con-



Mr. R. Brewer, MLA, addressing the crowd of well wishers at the Crookwell Road entrance to the Museum of Historic Engines on 4th April, 1970. The Krauss loco hauled the train of invited guests along the half mile line to the water-works at the conclusion of the ceremony.

quered was the restoration of the old Appleby beam pumping engine of 1883 which had stood disused in the Goulburn waterworks since 1918. This beam engine has since formed the nucleus of Bruce's growing collection of steam machinery and the museum now includes 4 steam locos of 2ft gauge; 1 steam lorry; 2 steam rollers; 2 traction/plough engines; one traction engine, together with various other smaller steam exhibits and a static indoor collection of models, including early Bing, Hornby and Bassett-Lowke products and photos of light railways in action.

Witnessed by some 300 people, the opening ceremony took place in bright sunshine with 0-6-0 Krauss loco (B/no 3423) of 1896 vintage, hauling two open toastrack cars, preceded by a Davenport 0-4-0 loco and tender as pilot. The half mile railway runs along the banks of the Wollondilly River, linking the Crookwell Road with the waterworks, through a most picturesque setting.

The steam exhibition is open seven days a week and visitors are guaranteed a very interesting display. We tram enthusiasts congratulate Bruce on the success of his Goulburn venture and we also appreciate the role played by the Goulburn City Council in being a pioneer in sponsoring this museum.



The 2ft gauge Krauss approaching the Waterworks terminus during the afternoon of 4th April, 1970.



Birney 28 carried decorations to celebrate the Centenary of Bendigo's famed Easter Fair.

FERRYMEAD AND ITS TRAMWAY

a Report on Christchurch's Tramway Museum by Bruce Dale

"It was across the meadows near the Heathcote Ferry that the steam whistle of a locomotive shrieked the first announcement of public rail transport in New Zealand four complete years were to pass before the trains could reach Lyttelton." 1863-67: these years were the heyday of Ferrymead. All roads, and rail too, led to the meadow at the Ferry, for it was at the wharf here that transport from the Canterbury Plains reached the salt water.

A little more than a century later, Ferrymead comes back into its own with the formation of the Ferrymead Trust Board, comprising representatives of a dozen organisations bent on developing Ferrymead as an historic area related to Christchurch. One of the organisations is the Tramway Historical Society Inc. which now has an operating steam tramway at Ferrymead Historic Park.

The Society has restored a number of items of tramway rolling stock to running order, including a four-wheel single deck "California" horse car believed built in 1887 by John Stephenson and Co. of New York; a single deck four-wheel electric trailer car built by Boon and Co. of



Kitson steam tram No.7 with the restored four-wheel "Duck-house" trailer No.115 and double deck No.10 in tow rounds a curve on the Ferrymead Tramway.

Christchurch in 1908 and a double deck ex-New Brighton Tramway Company trailer believed built by Boon and Stevens of Christchurch in 1888, which for more than sixty years made the journey to Sumner by tram an experience quite different from other tram journeys. "Pride of the fleet" on the Ferrymead Tramway must undoubtedly be given to No. 7; a steam tram engine built in 1881 by Kitson and Co. of Leeds. This steam tram is thought to be the last operable example of a Kitson in the world.

With the opening of the Ferrymead Tramway for public operation on January 6th, 1968, it was once more possible to ride behind a Kitson steam tram, at one time the most popular and numerous of all steam trams. To think that in this year a quaint piece of mid-Victorian steam machinery is still fully operable at its original working pressure (160 lb/sq inch) indeed has a fascination all of its own.

Now that Ferrymead has a working steam tramway, there are many things to be done in the future. The ultimate aim of any society which has set out to have an operating tramway is to have electric traction running, and the Tramway Historical Society is no exception, even though electric trams had ceased to operate in Christchurch some 10 years before the Society was formed. With great patience, old tram bodies, mechanical parts, electrical gear and much ancillary equipment has been assembled until at last we can say with some certainty that an electric tram will again run in Christchurch in 1970.

Vintage vehicles, whether they be trams, cars or even traction engines hold a fascination for the public. It is through this fascination and interest shown by some of our 26,000 passengers that much more valuable equipment has been located and subsequently donated to us. Gradually, through our own publicity, and by the word of mouth spread from friend to friend, the 'Ferrymead Tramway' is becoming a



The tram depot at Ferrymead Historic Park.

"must see" for the enthusiast (and tourist) whilst in Christchurch, New Zealand.

Interested persons who would like to know more about the Ferrymead Tramway are asked to write to: The Hon. Secretary, Tramway Historical Society Inc., PO Box 1126, Christchurch, New Zealand.



The old and the new at Ferrymead. Kitson steam tram No.7 poses alongside No.455, latest member of the Christchurch Transport Board's Reliance bus fleet.

Editor's Note: Since Bruce Dale's article was prepared, electric operation has commenced at Ferrymead. On Saturday, 9th May, 1970 the General Manager of the Christchurch Transport Board, Mr. J.F. Fardell officially opened the electrification of the Ferrymead Tramway. It is hoped to be able to give a more detailed account of the opening day activities and the restoration of their first electric tram in a future issue of TROLLEY WIRE.

BACK PAGE: The crews of L/P cars 317 and 316 pose for photographs at the New Lambton crossover at 5.25 am on Sunday, 6th November, 1949. 317 operated the last service from New Lambton while 316, which followed 317 into Newcastle, was the last tram from Wallsend.

"AND THEY SAID IT WAS PROGRESS".....Newcastle, NSW.

This month of June, 1970 marks the 20th Anniversary of the closure of the Newcastle tramway system, which, at its maximum extent, amounted to some 34 miles of route. The longest line, that of 15 miles 45 chains to West Wallsend holds the record of being the longest direct "city to suburb" tramway in Australia.

Both the opening and the closure of the system had some unusual aspects. To open the 7 miles 31 chains of track from Newcastle to Plattsburg in 1887, six Baldwin-Wearne combination "Jumbo" steam cars, with their top deck removed, two Wearne steam motors and several trailers were shipped from Sydney. The official trial took place as planned on 5th July, 1887 but owing to a derailment on the return journey at Lambton the tram did not return to Newcastle until 10 pm instead of the planned arrival at sun down. The inauguration was gazetted for 13th July but not until 18th July did public service quietly begin due to other track faults being discovered.

By 1891 the stock roster reached 6 combination car steam units, 7 combination car bodies, 7 steam motors and 11 trailer cars, of which 4 combination cars were not then in regular service. The maximum overall steam fleet was reached in 1918 when 52 motors, 124 trailers and 11 service vehicles were available for service, a total of 187 trams.

The Newcastle lines generally followed Sydney practice, and for most of the 63 years of operation the rolling stock was numbered with the Sydney fleet, but there existed subtle differences which were interesting to detect.

Electrification of the Mayfield line was officially inaugurated on 15th December, 1923 and by October 1926 a fleet of 98 passenger cars were working over 23 miles of electrified routes. Conversion beyond Wallsend on the Speers Point and West Wallsend services did not eventuate and these closed to regular traffic on 2nd November, 1930 (being victims of the economic depression) but re-opened to a limited service on 26th and 27th December, 1930. and on 1st January, 1931. Official records reveal only two further appearances of steam passenger workings after this date. On May Day, 1931 motors 131A, 78A and 79A hauled 3 trailers each on an isolated service between Cockle Creek Station and Speers Point and this was repeated for the last time on May Day 1932 when 78A, 79A and 92A conducted the working. Motors 92, 78 and 79 were transferred to Kogarah on 9th December, 1933 and 14th April and 30th June, 1934 respectively. 131A left Newcastle to take up work as a shunter at Waddingtons (Commonwealth Engineering) on 27th

August, 1940 and finally 37A and 73A were dismantled at Newcastle on 26th and 28th February, 1941.

The first closure on the electric system took place on 20th November, 1938 when the Port Waratah and Carrington lines were converted to bus operation, but the other lines remained in service throughout World War II. Tabulated details of the last day of full service and the last tram to operate over the individual lines appear below:-

| | |
|------------------------------------|----------------------------------|
| Mayfield 25-9-1948 704 & 274 | Glebe 25-2-1950.. .. . 265 |
| Wallsend 5-11-1949.. .. . 316 | Racecourse 10-4-1950 ? |
| New Lambton 5-11-1949.. .. . 317 | Adamstown 16-4-1950* 252 |
| Merewether Beach 25-2-1950 .. 327 | Waratah 10-6-1950 147 |

Note: *The Adamstown line closed on a Sunday evening instead of the usual Saturday evening termination.

The closure of the unique Wallsend line was in itself unusual. The last tram was in reality the first car on the following day's service and to this day many consider that coupled set 360-388 which left Newcastle for Wallsend at 12.33 am on Sunday 6th November, 1949 and returned from Wallsend at 1.20 am made the last journey. Car 316, however, followed this trip departing Newcastle at 1.50 am to arrive at Wallsend at 2.30 am for the night. This car did not start its return journey until 5.03 am to be the first vehicle of the Sunday morning service. This was a relic of the old steam days when the tram would stand over during the night in Wallsend steam depot, and after electrification, a road at the depot was electrified for this one trip. At 5.25 am on Sunday 6th November, when car 316 reached the New Lambton crossover, LP 317 followed in to Newcastle. This latter tram being the last on that line having worked the 4.26 am trip ex Newcastle, the final all night New Lambton trip operated to meet the mail train at Broadmeadow.

Thus June 10th, 1950 marked the closure of the first major trahway system in Australia and although the decision was reached during the late 1930's to gradually replace all Newcastle trams with buses, the report released on 10th May, 1949, by the so-called London "experts" Messrs. Andrews, Ellen and Sinclair, hastened the deed.

It is important to note that only some 3 miles of the $8\frac{1}{2}$ mile trunk Wallsend route traversed street track-age so the closure was all the more tragic as this could have been easily converted to what is now regarded as the ideal transit method for city passenger traffic: light railed vehicles traversing off-street tracks giving pollution free service.

