

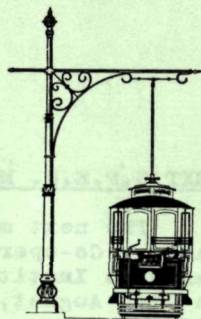
TROLLEY WIRE

Magazine of the
SOUTH PACIFIC ELECTRIC RAILWAY
AUSTRALIAN ELECTRIC TRANSPORT
MUSEUM

WESTERN AUSTRALIAN ELECTRIC
TRANSPORT ASSOCIATION

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THIRTY CENTS



AUGUST 1971



NEXT S.P.E.R. MEETING

The next meeting of the South Pacific Electric Railway Co-operative Society Ltd. will be held in Room 8, Railways Institute, Devonshire Street, Sydney at 7.30pm on 27th August, 1971.

A.E.T.M. ANNUAL GENERAL MEETING

The following office-bearers were elected at the recent annual general meeting of the Australian Electric Transport Museum (S.A.) Incorporated:

President	Dr. J.C. Radcliffe
Vice-President	Mr. L.M. Fenner
Secretary	The Rev. G.D.P. Keines
Treasurer	Mr. R.T. Wheaton
General Manager . . .	Mr. J.R. Pennack
Assistant General Manager .	Mr. J.W. Hoffmann

A highlight of the President's annual report was the increased amount of work being carried out at St. Kilda. Although in 1969-70 the number of man-hours worked reached a record 2830, the number worked in 1970-71 far exceeded this figure, totalling 3831.

Around the Depots---

St. Kilda

NEW WORKSHOP IN USE

All workshop activities were transferred from the old workshop to the newly completed two-road extension in April. In the month prior to the transfer, an area 30 feet by 24 feet was concreted, including portion of track 5. This will serve as the main work area, but further concrete will be laid as funds permit. A workbench 24 feet long was also constructed, and the wall behind the bench lined with asbestos to a height of nine feet. The interior

FRONT COVER: Brisbane "Phoenix" car 548 swings from the Victoria Bridge across North Quay and into Queen Street on the last Thursday of tramway operation in the Queensland capital, 10th April 1969. 548 is now in Sydney, the property of the S.P.E.R.

Photo: Bill Mc Niven.

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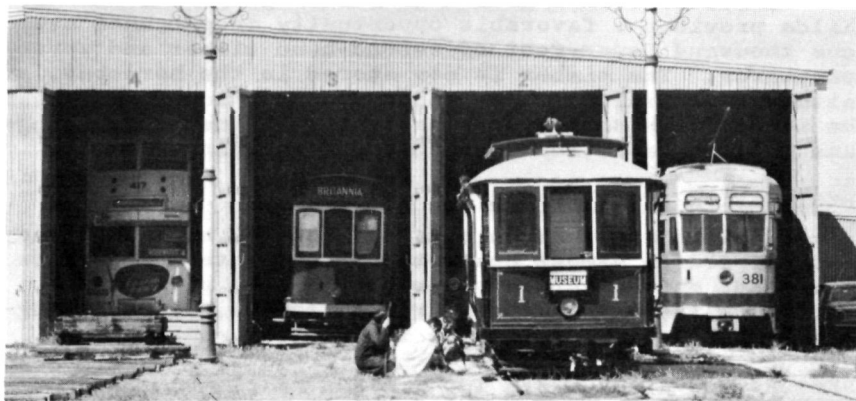
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NEW MEMBERS.

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

I.R. Bradley	250
N.J. Pearson	251
D.E. Cooke	252
W.S. Armitage	253

Speech both conceals and reveals the thoughts of man.



A.E.T.M. members check the truck of Adelaide's first tram after pushing it out for display.

Photo - John Hoffmann

walls of the eastern half of the shed were then sprayed white, resulting in a very pleasant well lit area in which to work. A new grinder and wire brush unit has also been provided to assist with the restoration of metal components such as grab rails. Eighty linear feet of shelving, constructed of tubular steel and pinus flooring, has been erected on a concrete slab in the western half of the new workshop, allowing the Museum's stores to be rearranged in a more orderly manner. Several dozen bread tins, purchased from an Adelaide bakery, have been adapted as standard containers for small parts.

POWERHOUSE ERECTED

Previous plans to house the Museum's generating equipment in the new workshop have now been changed, and a separate prefabricated shed has been erected on the south side of the depot adjacent to Lines Road. Concrete foundations have been poured for the first motor-generator and the switchboard, and provision has been made for two additional motor-generators. Conduits have been laid between the powerhouse and the main shed in preparation for changes to the Museum's distribution system.

TIMBER PURCHASE

A recent clearing sale at a salvage yard near St. Kilda provided a favorable opportunity to purchase over one thousand super-feet of second-hand timber and several cupboards. The timber is now stored in the horsebox, and although not suitable for major construction work, it will be ideal for such purposes as lining the members' lounge and building additional benches and shelving.

RESTORATION AT ST. KILDA

Restoration work on cars 111 and 282 has continued, and car 282 is almost completed. Most interior work is finished, and attention has recently been given to stripping the catwalks and trolley towers, sandblasting the trolleybases, and repainting the various components.

RESTORATION AT HACKNEY, TOO

Considerable member interest has also been aroused by the recent restoration activities of the Municipal Tramways Trust. Earlier this year, H class 364 was taken to Hackney by road, the first car to travel there for attention since about 1962. The interior of the car, formerly

Asbury green and cream, has been repainted Aqua, with a white ceiling and beige motorman's bulkheads. The control equipment is picked out in black. All chromed fittings were removed and replated. The floor was resheeted with plywood and then covered with moulded rubber matting similar to that used in the newly completed "400" series buses. The original sprung cushions were replaced with foam rubber cushions, and the car completely reupholstered in red stretch vinyl "Deerhyde". The exterior of the car has been painted with grey enamel. Workmanship is reported to be exceptionally good, and the restoration appears to be the most comprehensive tramway body overhaul carried out since the E-1 class cars were reconstructed in 1936. The work is all the more creditable when it is remembered that the workshops are now set up principally to handle bus overhauls, and many of the present staff have never worked on a tram. It is believed that Trust plans provide for further H class cars to be similarly restored in the near future

- J.C.R.

Loftus

The chassis of Chevrolet truck No. 3 was cut up on 16th May. The tray from this vehicle was transferred to the Blitz (vehicle No. 6).

The installation of the fully automatic energising system for the rectifier was completed on 22nd May under the supervision of Dick Clarke and Bill Turnbull.

N 728 has re-entered service with a bogie from Prison Car 948 under the northern end. Due to the near-new tyres on this bogie, the car is riding some 3" higher at this end. The southern bogie will also be changed over with one from 948 after work has been completed on the axle horns and cross member. This swapping of trucks has been carried out because of the very worn tyres on 728's wheels. The worn wheels under 948 will not matter as it is not a passenger car and will not be seeing service for many years yet.

During June work commenced on the roofing over A and B roads. This work must be completed as deterioration of the trams stored in this uncovered area is causing concern.

On 26th June, Jackson Wain & Co. P/L., a leading Sydney advertising agency spent some hours photographing F 393 for use in an advertisement for Qantas to appear in New Zealand newspapers. About eight members managed to

appear somewhere on the tram which was chosen because of its "similarity to a San Francisco cable car." We hope our sister city across the Pacific will forgive us but the description is that used by the agency!

- M.G., W.W.T., L.P.G.

PROJECT-A-MONTH No. 1

The first job in the S.P.E.R.'s Project-a-month scheme was carried out on Saturday, 16th July and, following some preliminary work done during the preceeding month, nearly 300 feet of the main line south of the Depot Junction was lifted and relaid using 60lb. 39 foot Carnegie rail and sleepers from the Potts Hill branch railway. (This rail was rolled in the U.S.A. and is 39 feet long to fit the standard 40 foot U.S. railroad flatcar). The main line was originally laid with very worn and/or pitted second hand (or even third hand) rail and little better than firewood quality sleepers. Final alignment and spiking of the new track was completed on Sunday, traffic operation being restricted to the line from Depot Junction to the Princes Highway. Final packing and leveling remains to be carried out but already the improved riding quality of the new track is quite noticeable. The next stage entails relaying the junction and it is expected that this will be the project for August. A total of 25 members attended on the Saturday and 12 on the Sunday, some being there both days.

- L.P.G., M.G.

NEW ACQUISITION

The Melbourne and Metropolitan Tramways Board has donated "Essanee" Reciprocating Railgrinder No. 3 to the S.P.E.R. and by the time these notes appear in print it will probably be at Loftus. See the next issue for further details.

IT'S GREMLINS, I TELL YOU!.....

Gremlins have once again invaded the editorial typewriter! Their efforts were rewarded with the publication of an incorrect caption on page 10 of the June issue. The photo was not, of course, Lydiard Street North terminus but Victoria Street taken a few years ago. Beyond this terminus today is a wide highway with its median strip almost forming a buffer at rails' end. The extension of the Western Highway through Ballarat will proceed immediately the trams are withdrawn from this line in August.

GEELONG 22

The tramway museum groups in Australia have been fortunate in being able to obtain most of their rolling stock on wheels and straight from the former operating authority, but as reported in these columns, several items in recent years have been retrieved from "outhouse" service and returned to the rails.

Various examples of this come to mind: in 1962 the Steam Tram and Railway Preservation Society obtained the body of Sydney C class car 95 after it had been off the rails for 40 years and restored it to passenger service, while at present this group is restoring a former Cronulla line steam trailer last in service in 1930. In 1965 the S.P.E.R. obtained PR1 class car 1573 (body only) and returned it to the tram tracks after 6 years and the National Trust horse vehicle museum in Adelaide restored former Adelaide double deck car 18 (now on loan to the A.E.T.M.) after it had been derelict for over 50 years. In December 1968 the Australian Electric Transport Museum obtained Adelaide C class car 173 which was scrapped in



Pengelley 22 at the corner of Moorabool and Ryrle Streets, Geelong on 14th January 1954.

Photo: Ken McCarthy

1954 and in 1969 this same museum took delivery of one of the horsebox trailers last used in 1936.

A most interesting restoration task is being carried out at present by the Tramway Museum Society of Victoria on former Geelong car 22. This museum group gained title to the body soon after their incorporation and ultimately took delivery in 1967, almost 12 years after the tram left the rails. Although 16 cars which once flourished in Geelong still operate at Ballarat and Bendigo (8 bogie cars, 4 single truck combination trams and 4 Birney cars) all of these, with the exception of one Birney car (Bendigo No. 11) were built for either Melbourne or Adelaide, so it is pleasing to see car 22 retrieved for preservation as this vehicle was designed and built exclusively for Geelong service.

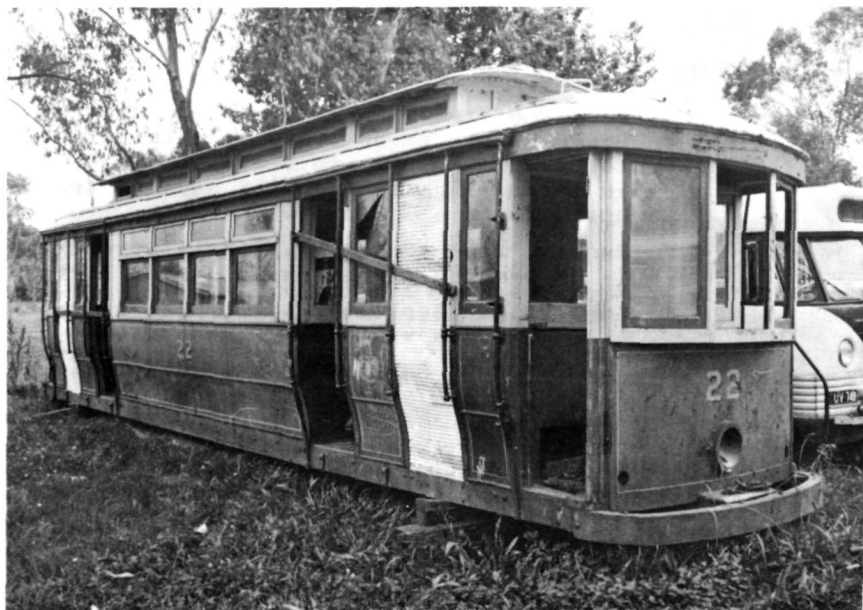
Since obtaining the body of 22, the T.M.S.V. has been gradually acquiring the necessary equipment to make the car an operating one. A suitable "Radiax" truck was obtained after swapping their T class car 182 for the last T class owned by the M. & M.T.B., No. 180. This tram's truck was in better condition than 182's and since the truck for the Pengelley would require some modification, a full overhaul would be carried out before it was placed under the Geelong car.

The first two tram routes in Geelong were constructed for the Melbourne Electric Supply Co, and opened on 10th March 1912 worked by 7 new cars built by Duncan & Frazer of Adelaide. As the system expanded so additional new cars were built, but to handle traffic expansion and the new extensions to the suburbs of Chilwell and Belmont opened in 1927, eight large single truck electric cars of a special design were outshopped by Pengelly & Co. of Edwardstown, Adelaide during 1924 and 1925 and these received fleet numbers 16 to 23. This then is the origin of car 22.

Pengelley was responsible for the construction of the Adelaide D, F and H class tramcars and for the assembly of that city's E type and like the Geelong batch, these were robustly built to last through many decades of heavy service.

The "Pengelleys" at Geelong were 35 feet long, weighed almost 15 tons yet were carried on a single Brill Radiax E-1B four wheel truck....quite a long vehicle to be fitted with only four wheels as the Sydney bogie F-, G-, L-, M- and N-classes were only $2\frac{1}{2}$ to $3\frac{1}{2}$ feet longer while the N.S.W. bogie steam trailers were a few inches smaller. The Geelong closed combination body style seated 38 passengers and the cars' massive appearance was emphasised by the high clerestory roof and the twin trolley poles. One unique mechanical feature which comes to mind were levers which protruded through the floor under the end seats; by kicking this device the conductor was able to lift the footboard on one side and lower the opposite one.

Just prior to World War II, four cars of the group, numbers 16 to 19 were enclosed for one man operation but car 22 escaped this conversion.



22 is in open storage in the Melbourne suburb of Bayswater. Protective restoration is being carried out on the car by members of the T.M.S.V. as part of their normal work programme.

With the closure of the Geelong system in stages between 8th January and 23rd March 1956 at a time when the track mileage and the rolling stock strength was at a maximum, plans were formulated for the preservation of bogie car 38 in Queens Park, but this proved impracticable, so it is doubly rewarding to see the T.M.S.V's labours on car 22 succeed.

After the Geelong closure, car 22 was relegated to the role of a shed near Fyansford Quarry and it seemed that it would ultimately decay away like the other relics of Geelong's tramway, but the arrival of Mayne Nickless' low loader in Melbourne on Tuesday 17th October 1967 with car 22 for the growing collection of the Tramway Museum Society of Victoria ensured that another item was thus rendered safe for posterity.

- Ken McCarthy.

SECV TRAMWAYS



The Victorian Transport Regulations Board announced on Tuesday, 13th July that the tramway system in Ballarat would close in three stages. The last days of tramway operation are as follows:

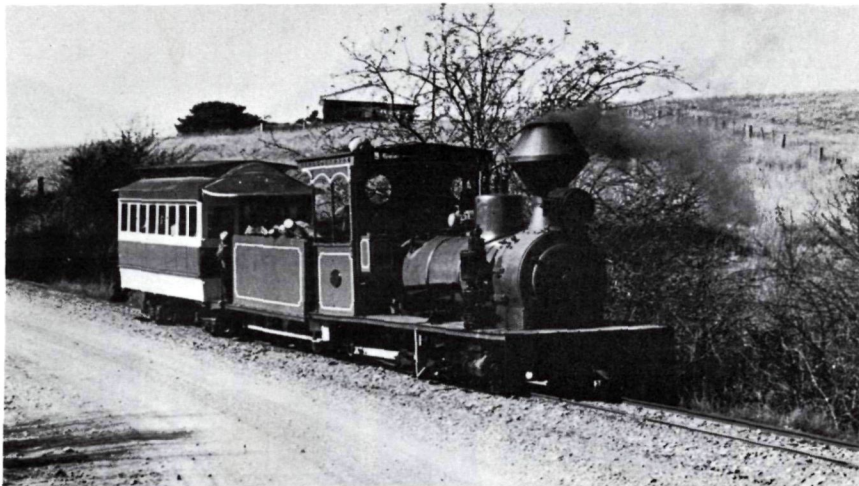
Sunday, 22nd August - Victoria Street and Gardens via Drummond Street North.

Sunday, 5th September - Mt. Pleasant and Gardens via Sturt Street West.

Sunday, 19th September - Sebastopol and Lydiard Street North.

There is still no date set for the closure of the Bendigo system and it is now expected to remain in operation until December or January.

The Lake Wendouree Tramway Museum Committee was disbanded and the "Ballarat Tramway Preservation Society" was formed at a meeting held in Ballarat on 30th May (not 6th June as previously reported). The Society's plans provide for the tramline along Hamilton Avenue, Wendouree Parade and Ripon Street to be retained together with the crossing loops at Carlton Street, Gardens terminus and Martin Street.



CABLE CAR IN SERVICE

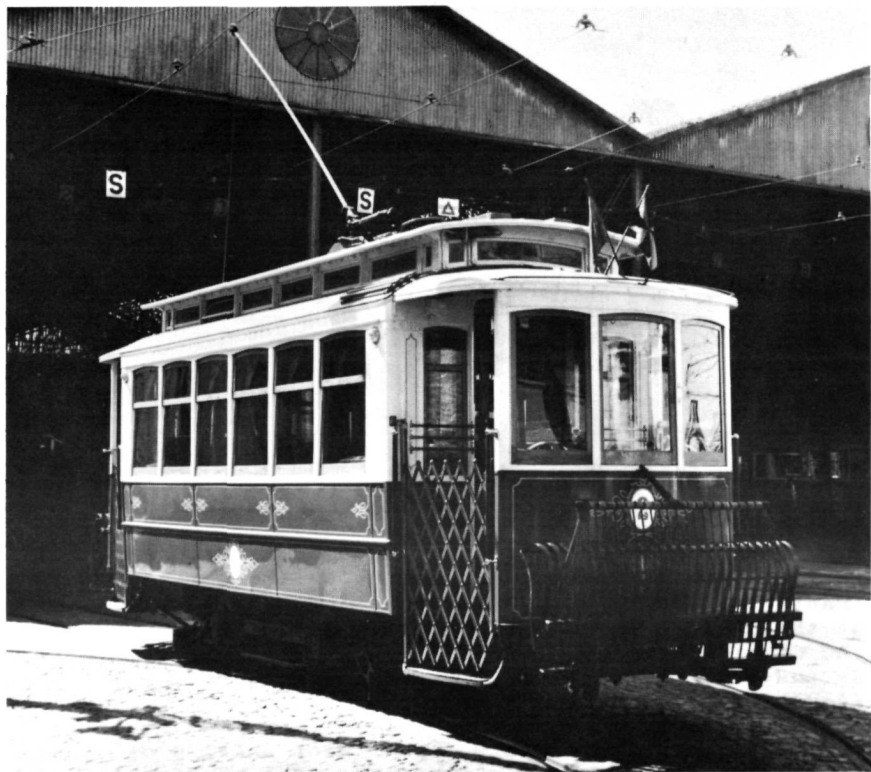
Former Melbourne Tramway and Omnibus Company cable trailer No. 110 re-entered service, after some 43 years of inactivity, on Friday, 30th April 1971 carrying passengers at the Marsden Museum of Historic Engines at Goulburn. The Chief Secretary for N.S.W., Mr. Willis M.L.A., as well as the WIN Channel 4 TV camera team were on hand for this inaugural trial run.

The operation of this former four wheel 4'8½" gauge tramcar on the narrow two foot gauge tracks of the Goulburn Museum Railway was made possible by mounting the body on a steel underframe carried on two four wheel bogies from the former Zeehan and North West Dundas Tramway in Tasmania.

The restored and repainted 0-6-0 Hudswell Clarke tender locomotive underwent trials at Goulburn on 25th April 1971 and is now in regular use hauling the former cable car, all of which are resplendent in a blue and white livery.

Curator-engineer Bruce Macdonald hopes to have cable trailer 131 also at Goulburn in the near future and when this joins car 110 on the narrow gauge system the "Blue Train" will be a notable feature on the museum railway.

-Ken McCarthy.



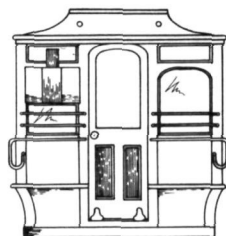
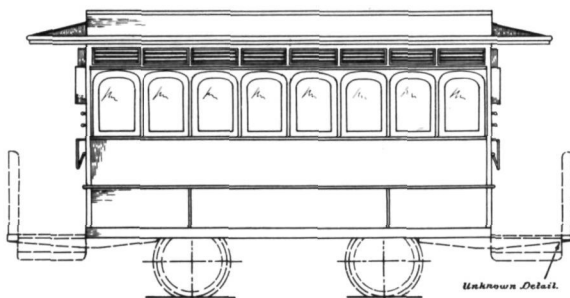
PORTUGUESE RESTORATION

Cariberia SARL, a subsidiary company set up by Lisbon Electric Tramways Ltd. to deal with private hirings and the operation of two tourist trams, runs number 2 on sight-seeing tours around Lisbon, Portugal.

The tourist service was inaugurated on 19th April 1965 using 1901 vintage St. Louis built cars 435 and 437. They were renumbered 1 and 2, and restored to near original condition and livery. The service operates daily between 1st April and 30th September and although the fares are high, they are in line with similar tours operated by motor coaches.

- Graham Ahern

A MYSTERY TRAM



H. MC CARTHY 5/66.

Body Specifications

Length over headstocks	19ft 6ins (approx).
Length over saloon	14ft.
Width over saloon body	7ft.
Width over saloon floor	6ft 6ins.
Height from floor to ceiling	6ft 9ins.
Saloon seating capacity	20 passengers.

The kaleidoscope of events, facts and figures which make up the one hundred years of tramway history in N.S.W. seemed to be falling into some sort of logical order that would stand up against challenge, when, in 1965, the Museum of Applied Arts and Sciences passed on a photograph of a very unusual tramcar body discovered at Laurieton on the north coast of N.S.W.

Prior to closer inspection of this car, a comparison of the photo against an early engraving suggested that it could be the remains of the 1888 double deck accumulator tram operated on trials in Sydney on the main City and Kogarah steam lines by the Australian Electric Tramway Company, and if this was so, the body was indeed an important historical discovery.

Not until September 1967 was the opportunity available to visit Laurieton to measure the car and to endeavour to find clues as to its source. The vehicle was found to be in a good state of preservation, but the



condition of the roof canopies over the former driver's platforms seemed to indicate that the tram had been a single deck one during its later years of service while the body side members above the floor sills suggested that the car never carried accumulators, thus ruling out the possibility of the body being the remains of the 1888 accumulator tram.

The vehicle seems to have spent the best part of the last four decades as a showman's carnival caravan mounted on a road chassis and solid rubber tyred artillery wheels. A rummage through the contents of the car indicated that it has stood a Laurieton, used as living quarters by a Mr. F. Brennan since the 1940's. During this period the

tramcar body, standing under a large tree, had been hidden from direct view from the main thoroughfares, but the recent main road diversion, caused by the opening of a new bridge to replace the nearby vehicular ferry, has ended the "isolation".

Searches through collections of photographs showing horse trams in South Australia, Victoria and Queensland had failed to identify the car; even the solitary vehicle in use until recent years on a standard gauge track on the Morton Bay island of St. Helena proved to be vastly different in body design.

One important item discovered on a bulkhead lamp box was a builder's plate bearing the words "Brown Marshall and Coy. Ltd., Railway Carriage Builders, Birmingham". This raised the possibility that the tramcar may have been Thomas Saywell's saloon trailer which once carried heavy holiday traffic hauled behind a single truck electric motor car of similar appearance between Rockdale and Brighton-le-Sands between the years of 1900 and 1908. Saywell's cars were supplied by the "Electric Tramway Equipment Company of Birmingham, England" and two contemporary photographs, unfortunately too indistinct to reveal small details, suggested that the Rockdale car had identical side and bulkhead window arrangements to the Laurieton tram. A search for clearer prints of the Rockdale trams met with success only to indicate that this mysterious tramcar was not one of Saywell's old vehicles.

Prior to the arrival of former NSWGT tramcars 74 "B" and 37 "C" at Byron Bay pier in 1924 to work over the station to wharf railway hauled behind a Simplex petrol locomotive, local reports suggest that a horse hauled tramcar provided the necessary passenger transportation between these two points. The next consideration investigated was that the Laurieton tram could have been used on this service.

The solution to the origin of this vehicle was finally discovered in an Australian Railway Historical Society Bulletin, No. 199 of 1954. In that issue Mr. A. Strempel presented an article entitled "The Centenary of the Goolwa - Port Elliot Line" of South Australia and on page 57 he wrote.... "imported carriages were used for the first time in 1879. One carriage was built by the

American firm of Stephenson and two others were built by the British firm of Brown Marshall.They were double deckers, with longitudinal seating, and were very similar to those used on the street horse tramways of Adelaide." Armed with this information further research was carried out with the local confirmation that the tram body did come from South Australia.....

Steam locomotion took over from the horses on the Goolwa to Port Elliot and Victor Harbour railway during 1884-1885, and the history of this Brown Marshall tram-car, which is now 92 years of age, between 1885 and its "rediscovery" in 1965 still remains a mystery.

Whatever the full story of the car may be, it is an interesting item which deserves to be preserved. The Rotary Club of Laurieton has expressed interest in preserving and restoring the tram, but the whole question of title to the vehicle seems to be creating difficulties. In the meantime, the tram remains, sheltered under the large trees beside the picturesque river, still reluctant to give up any clues as to its history.

- Ken McCarthy.



Stephen Perkins keeps warm on a winter afternoon by preparing for additional trackwork at St. Kilda.

Photo - John Hoffmann



ON BUSES....

One of the more unusual buses operated by Sydney's Transport Department was number 1010, pictured above.

This vehicle was built by H. Mackenzie on an imported A.E.C. "Renown" chassis and entered service with the former Department of Road Transport and Tramways on 5th February 1934. When introduced the bus had a seating capacity of 74 and was the largest bus in service in Australia. The seating capacity was reduced to 71 following the fitting of a second doorway to improve passenger loading and unloading, and this figure has not been exceeded in newer vehicles to the present time.

The bus was initially powered by a petrol engine but this was later replaced by a diesel engine. A distinctive feature was the dual rear axles an arrangement peculiar to this vehicle in Sydney's petrol fueled fleet, although twin rear axles were used on Sydney's trolley buses nos. 1 and 2, and 6 to 26.

No. 1010 operated for many years from the Burwood bus depot and was withdrawn from departmental service in March 1949. It was sold to the Toronto Bus Service where it operated for a number of years before being withdrawn and broken up.

- Vic. Solomons

PERTH'S BEAUFORT ST. SERVICES

Tram services to the northern suburbs of Perth were inaugurated by tram No. 15 on 3rd October 1900. The double tracked line ran from the Weld Club on the corner of the Esplanade, along Barrack and Beaufort Streets to Walcott Street.

The first extension from this line turned right from Beaufort Street and ran as a single line along Newcastle and Lord Streets to the terminus at the intersection of Lord and Lincoln Streets. It was opened on 16th November 1901. For the convenience of ferry travellers the city end of the line was extended in June 1905 by the laying of a single track from the Weld Club corner down Barrack Street to the Jetty.

The second extension ran along Bulwer Street after turning left from Beaufort Street and continued to Fitzgerald Street. The track was laid down the centre of the roadway and was opened on 10th October 1900. On 19th December 1906 this line was extended along Fitzgerald and Angove Streets to Forrest Street and was again extended on 5th April 1910, to Albert Street, North Perth. Loops were placed at the required intervals for the efficient running of the service. This line was moved from the centre of the road and a duplicate track laid to within 12 chains of the terminus at Albert Street. This work was carried out by the Perth Electric Tramway Company and completed in May 1913.

When the service was extended to North Perth another line was also opened for traffic. This new line ran from Beaufort Street along Walcott Street to York Street, Mt. Lawley. It was a single track with a loop at Glenroyd street.

The Western Australian Government purchased and operated the Perth system from 1st July 1913 and the policy of extending the tramway services into the newly expanding areas continued. In September 1916 the line along Beaufort Street was continued from Walcott Street to a new terminus at Second Avenue. It was a single track and was further extended on 19th August 1923 to Seventh Avenue, Inglewood, with loops installed at Regent Street and Third Avenue.

To ease the congestion of traffic in the city, the track to Barrack Street Jetty was duplicated and to facilitate the movement of trams a balloon loop was laid around Union Jack Square (now Barrack Square). This work was completed and ready for service early in 1912.

The North Perth line was again extended, from Albert Street to Charles Street with a loop at Albert Street, on 11th December 1927. The Mt. Lawley line was also extended, to Blake Street with a loop located at York Street, in October 1929.

The track along Beaufort Street, Inglewood was duplicated from Walcott Street to Third Avenue and the single track continued to Dundas Street, the loop now being located at Seventh Avenue. This was further extended to Salisbury Street with the duplication being pushed through to Normanby Street. The final extension was made in January 1943 to Grand Promenade, with the duplicated trackage reaching Salisbury Street.

The tram services to the northern suburbs were gradually changed to other forms of transport. The first to close was Mt. Lawley which changed to buses on 29th November 1953, only to have the buses replaced by trolley buses in 1958. The North Perth line's last tram was 118 on 1st February 1958, buses being the replacement vehicles. The Inglewood line was the last to close in Perth. Tram 66, now preserved, made the last run on this line on 19th July 1958 with trolley-buses taking over on this line also.

- Reg Francis

BRISBANE....

Brisbane's all-bus transport system appears to be heading for a \$2 million deficit only two years after the trams were replaced by buses. City Councillors have been quoted as stating that the trams were removed too quickly and should have been phased out over a much longer period.

- A.J.B.

Back Page: Brisbane Dropcentre car 295 stands in the gathering dusk at Belmont terminus waiting for its tabled departure time before returning to Ipswich Road Depot. 295 now operates at the S.P.E.R.'s museum at Loftus.

Photo: Dick Jones.

