

Trolley Wire

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SOUTH PACIFIC ELECTRIC
RAILWAY CO-OPERATIVE
LIMITED

Box 103 G.P.O. Sydney
N.S.W.

BRISBANE CAR ARRIVES. Our 19th rolling stock item arrived in Sydney on Thursday 16th August 1962. This is Brisbane car number 180, a maximum traction, end loading saloon tram built by Gardiner in 1924, Due to space limitations in the museum depot the car was delivered to sidings on the University of N. S. Wales' property at Randwick Tramway Workshops and now stands adjacent to "O: car 1030, which was purchased by member Kevin Martin for our Society some time ago.

Our thanks go out to officials of the Brisbane City Council Transport Department for making the car available for preservation and to Thomas National Transport and Mr. Fred Denny (our transport agent) for successfully transporting the car 600 miles south by road. All cash promises for the transfer of this car were honoured, so no strain was placed on our general tramcar fund for this project.

SUB STATION BUILDING. Work is progressing at a satisfactory rate on the sub station building construction. Cement rendering on the exterior brick walls commenced during the first weekend in October, and present plans envisage the completion of the building by the close of this year. Pole erection has commenced in the sub station yard and repainting of external transformers and switch gear will follow shortly.

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THE ATTENTION OF ALL SHAREHOLDERS IS
DIRECTED TO THE OFFICIAL NOTICE ON PAGE 3.

RAIL LIFTING PROJECT A SUCCESS. Our rail lifting project undertaken on the property of the University of N.S.W. and the Department of Technical Education (portion of Randwick Tramway Workshops) was a success. Our track lifting target was accomplished during the last weekend in August and the first in September, yielding 380 yards of track (760 yards of rail) made up of 102 lb. groove and 80 lb. and 60 lb. tee rails, and four points, for future museum extensions. The rails should arrive at our museum towards the close of October, while the sale of the balance the rails is nearing finalisation.

In addition to the rails and points, enough copper traction bonds were salvaged to satisfy our track demands for some time to come, while a number of weighted point levers (of the fixed trailing type) were obtained and will be used to replace the present throw over levers employed in our depot yard.

We sincerely thank the University of N.S.W. and the Dept. of Technical Education for their generosity in making the rail available to the museum. Member Kevin Martin is to be congratulated on the success of his activity in the matter.

RAILWAY COMMITTEE MEETING. The Foreman, Engineers and Supervisors of our museum submitted the costs of immediate work at the Committee Meeting of 11th September 1962, which will culminate in the operation of our project next year. Only £600 is needed to see our system in operation, worked by eight of our cars in first class order over almost a half mile of trackage. So time is the commodity of which we now suffer a shortage.

Briefly the £600 can be broken up into the following items, several of which have already been purchased.

Overhead and line fittings for the main line extension.

Fluorescent lighting to replace incandescent globes in the depot.

Erection, connection and repainting of elevated signal box.

Completion of sub-station and erection of 600 volt feeders.

Erection of high tension feeders between the between Loftus Station and sub-station.

Motor truck repairs and painting of tramcars.

Transportation of rail to museum.

Purchase of oxygen bottles, welding material, oil, greases, etc.

OFFICIAL NOTICE. Notice is hereby given with regret that the following people:-

Miss J. Shoecroft No. 32

Mr. J. Alfred No. 16

Mr. C. Cordeaux No. 33

are no longer members of the South Pacific Electric Railway Co-operative Society Limited and have forfeited their shares as from 1st October 1962.

-- C. Woodside, Secretary.

“A CENTURY OF N.S.W. TRAMCARS: – Vol 1. Should be in our hands within four week’s time. Production is now at the “lock-up” stage. We realize that the production of this book has taken longer than first anticipated, but the thoroughness and high class work of our printers, Halstead Press, will more than compensate for its belated appearance.

TRACK EXTENSIONS. Sleepers are now in position along the first 100 yards of our immediate 280 yard track extension, adjacent to the electric branch of the NSWGR. A start has also been made on the erection of span poles along the new right-of-way. The four points recently obtained from Randwick Workshops will allow a more comprehensive depot yard layout to be established entailing about 150 feet of duplicated trackage for future motor-trailer “run-arounds”.

NEXT GENERAL MEETING. The next general meeting of our society is set down for 8pm Friday December 11th, at the Devonshire St. Railway Institute. It appears that this may clash with the December AETA meeting which is generally held a week earlier than usual each December. Should alternate arrangements be finalised, all members will be circularised of the fact by letter, or per the December issue of “Trolley Wire”.

WORK PARTY UNIFORM. A decision was reached some time ago that members of the SPER work party should endeavour to wear blue overalls when toiling around the museum. When renewing your current working apparel please order the recommended garment.

MODEL EXHIBITION. Work is nearing completion on an “O” gauge model tramway layout, featuring our museum project, for a model exhibition to be held at the Police-Citizens Boys’ Club, Burwood, on Friday evening, 23rd November, and Saturday afternoon and evening, 24th November 1962. Models of several museum cars will be operated over the layout.

BRISBANE DEPOT FIRE. As all members are no doubt aware, a disastrous fire destroyed 67 cars (“Courier Mail” figures) in the Paddington tram depot of the Brisbane City Council on the evening of Friday 28th September 1962. It appears that six “dreadnought” cars, 29 “drop centre” cars with hand brakes, 16 “drop centre” cars with air brakes and 16 “400” type cars were destroyed. Only three cars were driven out of the building before the overhead collapsed.

The N.S.W. Department of Road Transport rushed 15 single deck buses to Brisbane for relief. (These were no doubt surplus owing to the fact that Sydney BUSES have lost 15,000,000 passengers over the last 12 months.) Brisbane now has 301 trams in working order, and efficient utilisation has enabled trams to handle the entire morning peak with only 12 buses needed to supplement evening loadings.

The SPER contacted the BCC Transport Committee Chairman, Alderman Harvey, 24 hours after the catastrophe, offering the immediate return of car 180 and a loan of our more modern tramcar exhibits if needed. Alderman Harvey expressed his sincere thanks and admiration of our offer, however the fact that only a shortage of 12 trams existed and the restricted loading gauge of the BCC tramways precluded the use of Sydney cars, the transfer of trams northwards was not justified.

Since the fire, Brisbane City Council meetings have been heated and disorderly, as the pro-tram faction, and the anti-tram faction, (as well as the “government” v’s “opposition”) have debated the cause of the fire, the insurance cover and the future. Let us hope that “right will prevail” and the present chaos of Sydney BUS transport will be warning enough to those who think Brisbane trams should disappear.