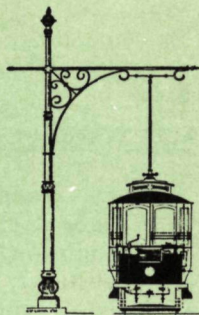


TROLLEY WIRE

Magazine of the
SOUTH PACIFIC ELECTRIC RAILWAY

Registered at the G.P.O., Sydney, for
transmission by post as a periodical.

TWO SHILLINGS AND SIXPENCE



DECEMBER 1965



MEETINGS FOR 1966

Members should note the new general meeting times will be in force during 1966. The following meetings will be held at 8 p. m. in the Church of England Hall, Stanmore Rd , Enmore 25th February, 22nd April, 24th June (Annual General Meeting), and 23rd September. All of these gatherings are scheduled to take place on fourth Fridays of the months shown. In all probability an "Open Day" and Social evening will be held again at the Museum and Loftus Community Hall on Saturday 10th December 1966.

"F" CAR OPERATES

As a result of the efforts of a group of members under the direction of our Tramcar Maintenance Supervisor, Robert Harvey, "F" car 393 operated again, after a period of disuse amounting to almost nine years, at 3.25 p. m. on Sunday 24th October 1965. Three weeks later, on 14th November, the car was fitted with a trolley pole and was able to run over the full extent of our line.

Although much work has to be carried out on this interesting bogie "California" car before it will be ready for passenger operations, ten of the museum's sixteen electric motor cars can now be operated under their own power.

NEW CARS

At the time of writing arrangements are being finalized for the transportation of "PR1" car 1573 from Glenfield Special School to Loftus, a move which should take place on 18th December. All parts, with the exception of one Tomlinson coupler, are now to hand to enable this car to be fully restored to working order, but some time, however, will be needed before it leaves the museum depot yard on its first trip along the line. Initial negotiations have been launched which will most probably result in two or three other new cars being received at the museum during 1966.

STOP PRESS -- PR1.1573 ARRIVES AND OPERATES

On Saturday 18th December at 8.00 am "PR1" 1573 lay derelict at Glenfield, stripped of wheels, motors, controls, wiring and all other electrical equipment. At 3.00 pm the same day, S.P.E.R. members were riding in 1573 moving under its own power at Loftus. For full details of this achievement, see February "Trolley Wire".

COVER PHOTO:

"F" car 393 poses at South terminus on 14th November 1965 after restoration to running condition. Photo, W. Parkinson

TROLLEY WIRE

New Series Vol. 7 No. 1

Issue No. 101

DECEMBER 1965

TROLLEY WIRE is published bi-monthly by the **South Pacific Electric Railway Co-operative Society Limited**, Box 103, G.P.O., Sydney, N.S.W.

Editor: D. BUDD

Subscription rate (for non-members):
17/6 per annum, post paid.

NEW MEMBERS

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

Gordon Waterhouse	155
Norman Lee	156

LINESIDE DEVELOPMENTS

The replacement of the original light weight poles by longer and heavier ones has been completed, wooden poles being used along the main line and ornamental steel ones in the depot yard. As a result of this project, for which the overhead crew are to be congratulated, the minimum working height of our overhead is now 18 ft.

Per-way developments have largely consisted of routine maintenance, adjustments and weeding, with some new extensions towards the Highway. On 14th November, 60 ft. of new construction was laid in and is now awaiting ballasting; this is the first stage of a minor extension which will enable a car to be parked in full view of the Princes Highway on traffic days.

RAIL LIFTING PROGRESS.

After lifting 21 lengths of the heavy grooved rail in Lords Road, Mascot (now portion of the Sydney Air Terminal) up to 30th October, the track lifting work group transferred its activities to the Potts Hill railway line. Since Saturday 6th November the work party, varying in strength from poor to very good has methodically progressed with the lifting of this recently closed railway branch line.

Work to date has resulted in several loads of sleepers being delivered to the museum, while a small quantity of rail has been lifted and preliminary work such as dog spike pulling and fish plate removal carried out on almost half the line. It is of interest that some of the rail is of American origin and is in 39 ft lengths, standard in the U. S. A.

Members are reminded that it is important that both the Potts Hill and the Mascot projects be completed by Autumn, and with this in mind the Board requests as many as possible to attend the Saturday activities at Potts Hill which will again be in full swing each Saturday after the New Year holiday weekend.

NEW TICKET ISSUES

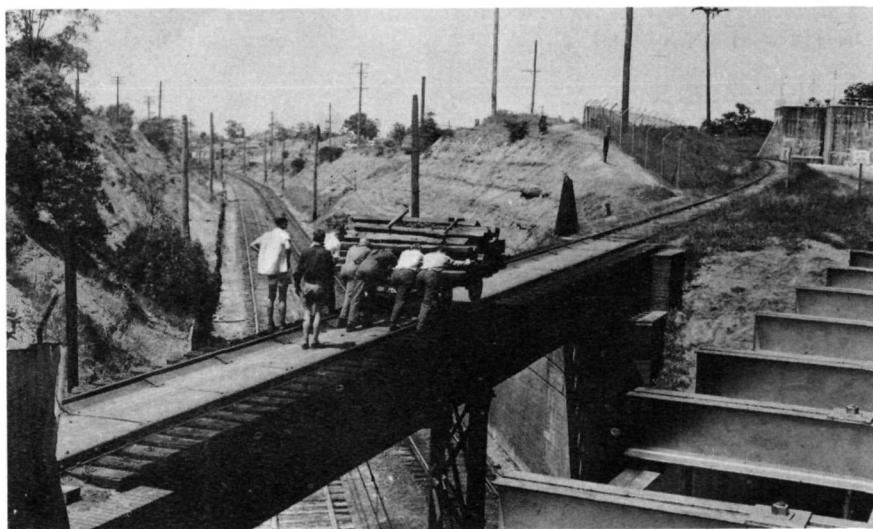
The S. P. E. R. became the first Australian tramway to issue decimal currency fare tickets (as opposed to dual currency) when 40c and 20c "all day" tickets were introduced on 31st October. These tickets, which are reproduced below, are based on the design of the combined tram/train funeral tickets issued in Newcastle for mourners travelling to Sandgate cemetery from points on the tramway system.

The latest reprints of 1/- and 6d. tickets are dual currency, carrying 10c and 5c. markings in addition to the old currency. Issuing of the adult series of these began on 7th November.





Lifting rail at Mascot on 18th September. This track used to be the "up" line from Ascot racecourse. Photo, M. Giddey



S. P. E. R. trolley 145 "S" on the Potts Hill railway line, crossing the Chullora-Sefton Park goods railway with a load of sleepers. The structure at right carries the water supply line leading to the former pumping station. Photo, M. Giddey.

TRAMWAY STREET

At the October Board meeting the Directors approved in principle the establishment of a "Tramway Street" at the museum. The cornerstone of this project will be the old Miranda waiting shed, which has now been reconstructed and repainted, and a loading platform, the brickwork face of which is completed. To this it is hoped to add a woodblocked roadway, our ornamental lamp standard which once graced Hay Street, Sydney, and other vintage street furniture such as our Bundy recorder clock, and possibly a horse trough, an ornate drinking fountain and other bric-a-brac. Contrary to rumours, we do not intend preserving the Martin Place underground public toilet when the eastern suburbs railway is extended under that thoroughfare !

SHED REBUILDING

The Board thanks members for their generous donations towards the shed rebuilding project. The target is being fast approached and the first stages of this activity are now evident at the museum. The Building Committee has decided not to go ahead at this stage with the steel framed structure but to rebuild, with a wooden framed, steel clad building of new material; the saving in cost will enable most of the old roof to be progressively heightened and reclad.

DONATION OF OIL

The Mobiloil Company is thanked for their donation of a 55 gallon drum of axle box oil. This kind gesture will greatly relieve routine maintenance costs on the museum tramway.

WELLINGTON (NZ) MUSEUM PROGRESS

The Wellington Tramway Museum Inc , plans to open their project at Queen Elizabeth Park on Sunday 19th December 1965. Our museum extends sincere congratulations to this preservation group on its attainments. The fact that Wellington's last trams operated on 2nd May 1964, the museum's first car arrived on their site and was operated for a short distance on 28th February 1965, and the other six cars of the museum's fleet arrived on the property during the weekend of 12th September, best illustrates the rapid progress made by this New Zealand Group.



The museum's waiting shed in its former position at Miranda



The "Lady Hopetoun" at Goat Island

Photo, the Lady Hopetoun & Port Jackson Marine steam museum

STEAM TRAM TRAILERS RETRIEVED

The bodies of two 70 seat standard steam tram trailers, believed to be 102 of 1889 and 191 of 1891, which stood behind a small residence at Jannali for 31 years were retrieved during October by the Steam Tram & Railway Preservation Society for their Parramatta Park museum. The depot is being extended to house 191 while 102 has been broken up for spares.

This group is to be congratulated on their enthusiasm which has resulted in the preservation of one steam tram motor, two steam tram trailers and one single track electric trailer over the past decade, all of which have undergone, or are now receiving, extensive restoration.

"LADY HOPETOUN" PRESERVED

Our congratulations go to the Lady Hopetoun and Port Jackson Marine Steam Museum, who recently achieved success in their efforts to save for posterity the Maritime Services Board's V. I. P. steam yacht "Lady Hopetoun."

Replaced by a diesel launch last February, the "Lady Hopetoun" was one of the best known sights of the harbour. Her career has been crowded with notable events, and in addition to this she is a fine example of a vessel of her type. She has a length of 77 feet, a displacement of 38 tons and a triple expansion steam engine giving a speed of 12 knots.

It is eventually planned to keep the "Lady Hopetoun" at McMahons Point and she will be able to be steamed on the harbour on special occasions. Pending initial restoration she will be moored in the Lane Cove River, and will not be available for public inspection for the time being.

CONFUSION IN VICTORIA

Our caption writer must have been dreaming of golden trams when he moved Golden Square from Bendigo to Ballarat on page 7 of the June issue. A route to Golden Square would make an interesting interurban, but unfortunately trams from Lydiard Street North run in the opposite direction, to Sebastopol, and the golden tramcar was never seen in Golden Square.

EXTERIOR ILLUMINATION

The main activity of the museum's electrical section has centred on the erection of exterior illumination. During September two fluorescent street lights were erected, one in the depot yard the other over the toilet block. These are automatically switched on each evening by a time switch. In addition a cluster of lamps drawing power from the trolley wire was positioned on the terminus pole at the outer end of the track during October. Work continues to progress on the construction of additional standby motor generator sets.

NEW TOWER FOR 99 "U"

The new working height of our overhead wire has resulted in the old ex horse tower wagon tower on the ballast tram being unsatisfactory for comfortable use owing to its inability to be elevated. Accordingly the Society has purchased a newer tower which once graced a motor truck tower wagon and this will be fitted to the ballast motor early in the new year. Owing to its historical nature the old tower will also remain in its present position but will see only limited use.

REPAINTING OF ROLLINGSTOCK

The paint shops have been most active over recent months, with greatest progress taking place on "N" 728 and some additional work on "F" 393 and "C" 290.

By early December the external repaint of 728, in chocolate and cream, was largely completed with the exception of doors and the detailed panel linework. The interior ceilings were also completed by this stage, with work progressing onto the interior bulheads. This is the first repaint "N" 728 has received since 1938, and by the many coats of old colour revealed during the recent preparation of the outer surfaces, it seems that this is the first thorough repaint this car has received since entering service on 4th April 1906.

Interior repainting of "C" 290 has not yet reached completion, but has progressed to a stage where it is now available for limited passenger service. Work on "F" 393 has, at this stage, also only been aimed at making the car presentable for limited service.

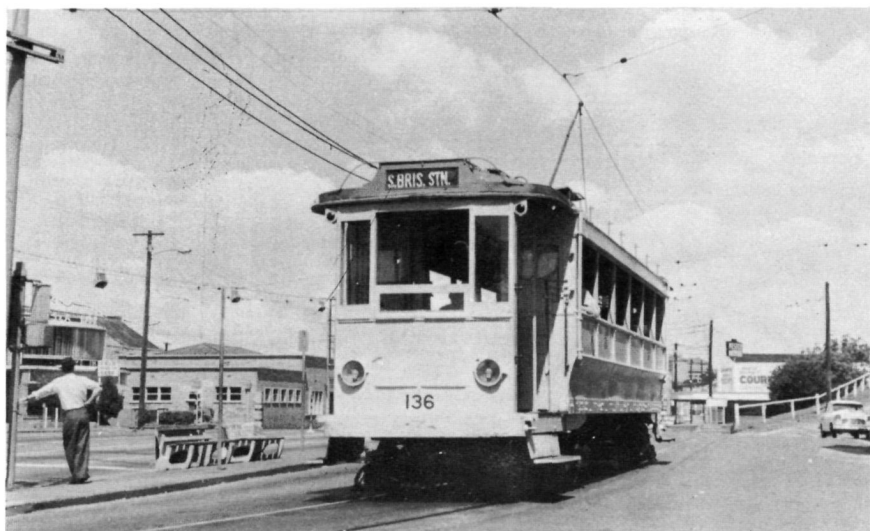
BRISBANE SURRENDERS TO THE S. P. E. R.

Some twenty members of the museum who left Sydney on the Brisbane Limited express on Friday 1st October were anticipating a pleasant weekend, but few realised just how entertaining the events of the next few days would be.

Booked in at the Hotel Canberra by midday on Saturday, members of the party set out for Milton trolleybus depot, only to find that tram services through the city had been suspended for the Warana procession. After some long walks or taxi rides, all were present when trolleybus 33 departed for Gardens, which was reached after an enforced pause, again due to the Warana procession. After this the tour proceeded more rapidly, with the Prospect Terrace, Carina, Seven Hills and Cavendish Road routes being visited in turn. At Carina the body of "Dreadnought" car 139 was inspected, while another novelty was the operation of No. 33 under gravity, with poles lowered, from the up Carina route to the down Seven Hills route, a manoeuvre not provided for in the rule book.

The next tour was in the evening with tramcar 65, well known as Australia's last open toastrack. The progress of this vehicle through festival-crowded city streets was nothing less than hilarious. Onlookers either waved or stared at us in amazement; one pedestrian walked into a lamp post while watching us pass. The routes visited were West End, Ascot, Doomben and Ashgrove, extended stops being made at each terminus for time and flash photography. Points of interest included a practical demonstration of experience at Loftus when the pole on 65 was straightened before the tour, and running around the balloon loop at Ascot the wrong way. Members thinking of the future operation of 180 at Loftus were able to try stopping a handbraked tram on this and later tours and reported no difficulties.

Refreshed by a night's rest, the party gathered again at Light Street depot on Sunday morning before hitting the road at 9.00 am in "drop-centre" 231, prototype of its class and partly built in Sydney. This car is fitted with rheostatic braking, an effective aid to the hand brake which is still the normal service brake, but leading to drastic results if the controller is swung round to "off" too vigorously. Bardon, Ashgrove and Enoggera were visited in this car, then South Brisbane station loop and North Quay siding before going to Ipswich Road depot.



136 at South Brisbane station loop



554 in Warner Street at The Valley



Drop centre car 231 at South Brisbane station.



Prototype car 400 at Belmont terminus

Here a transfer was made to "Dreadnought" 136, "sister ship" to 180 and now the only trafficable car of its type, being retained especially for tours on a similar basis to 65. The driver on this car was rather cautious, perhaps owing to the lack of the moral support of the rheostatic brake. Mount Gravatt, Balmoral, Woolloongabba sidings, Vulture Street siding, West End, Dutton Park and the Cornwall Street depot connecting line were the routes covered in this car, together with some unusual shunting at Woolloongabba junction which left the signalman totally confused. One incident of note was a flashover in a controller while shunting at North Quay; the noise and subsequent black smoke startled the passengers but the driver never turned a hair -- perhaps they happened every day with the "Dreadnoughts". Also worth recording is a remark made by a passenger (not a S. P. E. R. member) when the wheels of 136 started to slip on the little used sidings at Woolloongabba: "The overhead wire must be dirty."

Back at Ipswich Road, another change of cars was made, to prototype "FM" car No. 400. An "ugly duckling" with its recessed destination boxes, only one line was covered in this car, that to Belmont, reached via the relatively new O'Keefe Street connection.

On returning to Ipswich Road, the party quickly changed cars for the highlight of the day, a tour in car 554, less than two years old and Australia's newest tram. Higher speeds were again the order of the day as we crossed to the north side, running via Adelaide Street, then "around the block" at the Valley via Warner Street. Grange, Stafford and Chermside were visited in turn, then the Exhibition loop, St. Paul's Terrace, Wharf Street, Queen Street and Ann Street to Breakfast Creek Road, Clayfield, Albion Park racecourse loop, Ascot, Doomben and Oriel Park, then back to Ipswich Road via Barry Parade. Here 231 was waiting to take us back to Light Street where the day's run ended at 6.30 pm after 9½ hours of travelling. Some high speeds were obtained in favourable locations with both 231 and 554 and at least one motorist was seen to frown at his speedometer as the tram overtook him.

Monday morning found members being awakened by the sound of early morning steam trains beside the Hotel Canberra which is not a bad way to be wakened in Brisbane, or anywhere else for that matter. No tours were organised for the morning; while some sampled the suburban railways, many members

visited the workshops at Milton, the Monday being an ordinary working day in Brisbane, and advantage was taken of the chance for negotiations and discussions with several B. C. C. officers.

The last tour of the weekend began at Light Street at 1.00 pm in "baby centre-aisle" car 99, visiting Milton workshops, then New Farm Wharf and New Farm Park. Repeated shunts in heavy traffic at the Valley caused a woman broadcasting "commercials" over a loudspeaker in a nearby chain store to become completely lost for words. As she watched the pole being swung for the third time she could hardly hold on to her microphone for curiosity.

Returning to Light Street depot via the Ann Street connection, a change of cars was made, to 65 again. This time the driver was an enthusiastic new Australian, who delivered a running commentary on every subject and insisted on showing our actual destination on the roll, instead of "Reserved". The sight of 65 travelling through the city showing "Salisbury" caused inevitable confusion, and there was much gong-ringing and the usual amusing reactions from passers by. From Salisbury the return journey was made via Dutton Park, and for the first time in three days the fine weather broke and there were a few drops of rain. It was with some reluctance that the party left 65 at South Brisbane and headed for the train, as the comic narrow-bodied toastrack swayed on towards the city with "Light St Depot" boldly displayed front and rear.

These tours covered every route in Brisbane and every usable siding with the sole exception of the Ann Street single line for which permission could not be obtained. Every available class of car was used, three of the five types involved being no longer seen in regular service. Our warmly felt thanks go to the B. C. C. for their co-operation in providing a very successful weekend.

Having conquered Brisbane, the S. P. E. R. next year plans to invade Victoria next October; but if you don't approve of changing points with reverser keys, then don't bother to join us.

BATHURST TOUR

The museum's second rail tour for 1965 took place on Sunday 17th October. The destination this time was Bathurst, and being a much shorter tour than that to Mudgee in February,

it was decided to arrange for steam haulage over the electrified section to Lithgow. This was the first revenue steam train on this line for more than two years.

3830 was at the head of an 8 car train leaving Sydney at 7.10 am in steady rain which continued virtually without a break for the whole day. Two buses were waiting at Penrith to take photographers to the Bluff at Glenbrook to see the train coming through the Glenbrook Gorge, rejoining the special at Glenbrook station. Engine 5461 was coupled on at Valley Heights to assist the 38 to Mount Victoria, while at Lithgow 3830 was replaced by 3825. Bathurst was reached soon after 1.30 pm and 3815, assisted in the lead by veteran 2606 was soon coupled to the Sydney end of the train.

Away on the return at 2.20 pm, the 26 class came off at Raglan and at Lithgow coal stage, 3830 took the train on again, together with 4619 to haul the train through the Zig Zag tunnels, thus ensuring that the steam loco exhaust did not damage the overhead. After uncoupling the 46 at Newnes Junction, a fast run was made back to Sydney to arrive at 7.45 pm.

Although not helped by the weather, the trip was an enjoyable one for those on board, with the revival of steam working on the mountains as it was before electrification almost a decade ago. The museum's next tour is planned for Sunday 5th June 1966, when it is hoped to set a new record for the Sydney to Newcastle journey, now standing at $121\frac{1}{2}$ minutes and set by a S. P. E. R. special in 1964.



3815 approaches Locksley on the Bathurst tour on 17th October



SYDNEY TRAMS ARE BACK

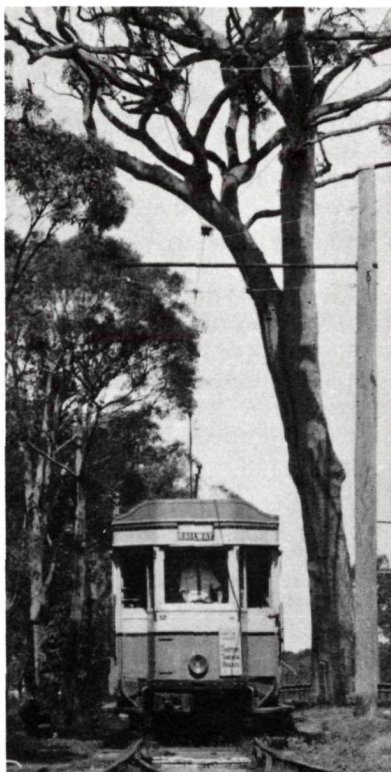
Remember when you could travel to work by public transport without wondering whether the next bus would be full up or not?

Now you can relive the days when a fleet of over 1,500 trams provided Sydney with an efficient and reliable street transport service.

From 11 a.m. to 5 p.m. on Sundays and Holidays, trams operate on the **South Pacific Electric Railway**, situated in Lady Rawson Avenue, Loftus, close to the Princes Highway, one mile south of Sutherland.

You can travel on a genuine "Toastrack", or a "Jumping Jack", or a modern corridor car. Bring your children and show them a part of Sydney's transport history.

Come for a ride next Sunday!



SOUTH PACIFIC ELECTRIC RAILWAY

CO-OPERATIVE SOCIETY LIMITED

TRAMWAY MUSEUM

A member of the Transport Committee of the International Council of Museums and of the Association of Railway Museums.

Enquiries: Box 103, G.P.O., Sydney, N.S.W.