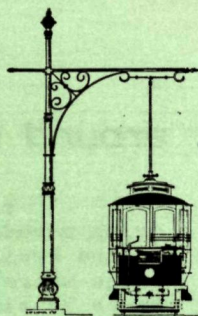


TROLLEY WIRE

Magazine of the
SOUTH PACIFIC ELECTRIC RAILWAY

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

TWENTY FIVE CENTS



OCTOBER 1968



around the depot....

Bob Cowing has purchased a reconditioned soft drink machine for the Museum. The machine has been placed in the Freight car until the depot rebuilding reaches a stage where it can be moved to a more accessible site. It takes 7c size bottles and requires 5c and 2c coins to operate it so make sure you have plenty of small change.

The toilet block has been moved to temporary quarters between the storage yard and the substation due to its original site being required for the new depot foundations. It is hoped to install a septic tank system as soon as the depot has been completed.

A large collection of parts for car 71 was obtained by Peter Macdonald who spent the best part of two days dismantling cars 70 and 74 at Acacia Ridge, south of Brisbane. Peter was assisted by the owner, Mr. Sims, who kindly allowed us to take any parts we required from the two cars. The parts obtained will go a long way towards restoring 71 to its former glory as a 10 bench open car.

A group of members has been busy salvaging parts from R class 1870 at Chipping Norton. The body had been used as an office/mealroom and is to be broken up for scrap.

The easiest way to move a bogie is to mount a controller and resistance grids on top, connect them up to the motors, attach a wandering lead and drive it away. It was in this manner that our spare P car bogie has been shunted around the depot prior to being overhauled. The "vehicle" was quickly nicknamed "The Paffer" and its progress from road 3 to road 1 was the cause of wonderment and amusement among recent visitors.

An additional tank has been purchased for our Chev. Bushfire Tender. It is of 220 gallons capacity and gives the vehicle a total capacity of 370 gallons.

The steel for the whole of the depot rebuilding has now been delivered to Loftus. Now all we need are 20 to 30 members to shift it to storage and help erect it on the almost completed concrete bases. Come on now, fellows, how about a hand to accomplish this difficult and extremely heavy job.

COVER PHOTO: Bendigo bogie car 24, a 1918 product of Duncan and Frazer, waits for passengers at Eaglehawk terminus. It was built for the Hawthorn Tramways Trust which was later absorbed by the M&MTB. The car was purchased by the SEC in 1945.

Photo: Dave Rawlings

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NEW MEMBERS

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

John Frost	196
Graeme Rayson	197



Failure is more frequently from want of energy than from want of capital.



"Farmer" Cowing ploughing! The plough is being used to break up ground for the rebuilding programme and is less backbreaking than pick and shovel. The Chev blitz is acting as 'Dobbin'.

BUSHFIRE!!

A dozen members rushed to the Museum on Friday afternoon, 20th September when a bushfire threatened the Museum's area. Norm and Marge Chinn raised the alarm when the fire, which is believed to have been started by sparks from a railway burning-off operation, jumped the Princes Highway and Farnell Avenue. Our fire tender was on the scene when the fire leapt the Royal National Park branch railway a few hundred yards south of our terminus. Our tender was left to control the fire in the Museum's immediate area after Metropolitan Volunteer brigades were called to assist at Grey's Point when homes were threatened by the flames which were fanned by 45 mph winds. Some 4,000 acres of the Park were destroyed before the fire was brought under control.



Bill Parkinson, Mike Giddey and Brian Muston prepare to salvage parts from R 1870 at Chipping Norton.

Photo: Vic Solomons

ANOTHER BRISBANE TRAM!

The Brisbane City Council has advised that drop-centre tram 295 has been donated to the Museum. By the time you read this the car should be in operation at Loftus. Full details in the next issue.



Melbourne's oldest electric motor car, 8M, was retired to the Australian Railway Historical Society's museum at Newport last year. Built for steam service in May, 1888, it was converted to a first class electric motor car in 1926 and numbered 8AM. Reclassification followed the introduction of one class suburban travel in 1958.



Melbourne electric car 300M is the first of a number of single ended Tait type cars to be altered to double end design for use on suburban shuttle services. Renumbered 470M, the car re-entered service on 2nd March and is shown at Alamein, terminus of the branch from Camberwell.

BRISBANE

BCC motormen, conductors and bus drivers returned to work on 29th August, after a strike lasting 24 days.

Light Street tram depot is to be demolished and work has commenced on the removal of the former depot offices and the roofing over roads 10 to 14. The overhead wire has been removed from these roads and the displaced trams are being transferred to the Workshops or Ipswich Road Depot.

Dropcentre car 277 has had 4' 6" wheelbase trucks fitted in place of its 5' 5" wheelbase trucks at the request of the Brisbane Tramway Museum Society. The car will not be returned to passenger service but will join the ranks of the preserved cars for use on tours. All the preserved cars have been transferred from Ipswich Road Depot and are now stabled at Milton Workshops.

The remaining services using Adelaide Street (Enoggera - Chermside and Bardon - Stafford) are expected to be replaced by buses on 18th November, 1968.

Scrubber car 16 made its last run on 30th August when it ran from Ipswich Road Depot to the Workshops for scrapping. The car is to be dismantled for spare parts following a request by the SPER and the body is to be burnt.



The last tram from Ashgrove pauses at Normanby Junction for photographs in the early hours of the morning of Tuesday, 6th August.

Photo: Dick Jones

BALLARAT

Single truck car 27 completed 1,000,000 miles service in Ballarat during a tour by the Tramway Museum Society of Victoria on 29th June. Built by Duncan and Frazer as Hawthorn Tramways Trust no. 10 in 1916, the car became M-class 116 under Melbourne and Metropolitan Tramways Board ownership and ran 270,731 miles in Melbourne before being sold to the State Electricity Commission in 1930.



Brisbane scrubber 16 arrives at Milton Workshops at 9,50 am on Friday, 30th August for the last time. A month later 16 was dismantled, the body burnt and the remainder shipped to the SPER as spare parts.

Photo: Ken McCarthy

YOUR MUSEUM NEEDS YOUR HELP - NOW!



The delivery of dropcentre car 295 to Loftus has required the dismantling of the mealroom and the loss of our small workshop area. The overhaul of P 1497 cannot be completed without suitable workshop space. All materials for the new larger mealroom and enlarged workshop are on hand. Our regular working members are going to be hard pressed to complete the many jobs being carried out and your assistance is needed to speed this work to completion. No special skills are needed, just a pair of willing hands. Can you help?

A REMINDER - 14th December for the Open Day and Dinner.

RIDING THE MUNI....

....part two....

One hundred and five PCC cars make up the San Francisco fleet, a figure still at its maximum as no PCC's have ever been scrapped. Of this figure, 35 cars were bought new, entering service between 1948 and 1951: the cars bought new in 1951 were the last PCC's built in the U.S.A.. The remaining cars consist of 66 leased second hand from the St. Louis Public Service Co. in 1957 and 4 purchased second hand from the same source in 1962. The ex-St. Louis cars were built in 1946. The cars are all single-ended but are equipped with front trolley poles for shunting movements: all the terminals have either balloon loops or wyes (triangles in Australian parlance). Have you ever realised that on a car with foot pedal controls, the driver cannot stamp his foot to ring the gong? The mechanism is operated by hand instead.

The streetcars are housed at the Geneva carbarn, which is not on the itinerary of tourists concerned only with cable cars, but is an attraction of almost equal interest for railfans. Apart from the PCC's and a couple of service cars, two beautifully restored veterans meet the eye: an immaculate California car, No. 578 of the Market Street Railway Co., and a conventional double-ended bogie saloon car, Municipal Railway No. 1, the first car built for the Muni when it was formed in 1912. (The Municipal Railway gradually absorbed all the pre-existing private lines, the last to be acquired being the California Street cable cars as late as 1952.) No. 1 is operated on fan trips and in revenue service on special occasions. In passing, the construction of the Muni's first cars sent the Holman Car Company into bankruptcy.

San Francisco's trolley coach operations were not studied in detail. 331 vehicles operate out of two divisions, Potrero and Presidio, covering 15 routes at an average scheduled speed of 8.25 mph, some 2 mph slower than the PCC's. The trolley coaches operate mainly high density services with headways as short as 4 minutes offpeak. For the record, diesel bus operations in San Francisco cover 39 routes in two divisions and are maintained by a fleet of 511 vehicles.

The Muni promotes its services in a way which puts other cities to shame. A route map and list of services appears in the San Francisco telephone book, putting this vital information into virtually every household. An attractive pamphlet gives similar details. The Muni's phone number for enquiries is shown at every opportunity. As a result, over 1,000 calls per day are received, leading to 1,000 satisfied customers. And the services are certainly



The Judah terminus is the westernmost point of streetcar operation in the USA. Beyond the sandhills at left is the Pacific Ocean, as car 1141 heads back towards the city on a wet winter's afternoon.



Restored California car 578 of the Market Street Railway, seen inside the Geneva carbarn.



Trolleycoach 717, one of the more modern members of the San Francisco fleet, waits to depart from the Ferry Building for a journey through the Haight - Ashbury "hippie" district to Golden Gate Park.



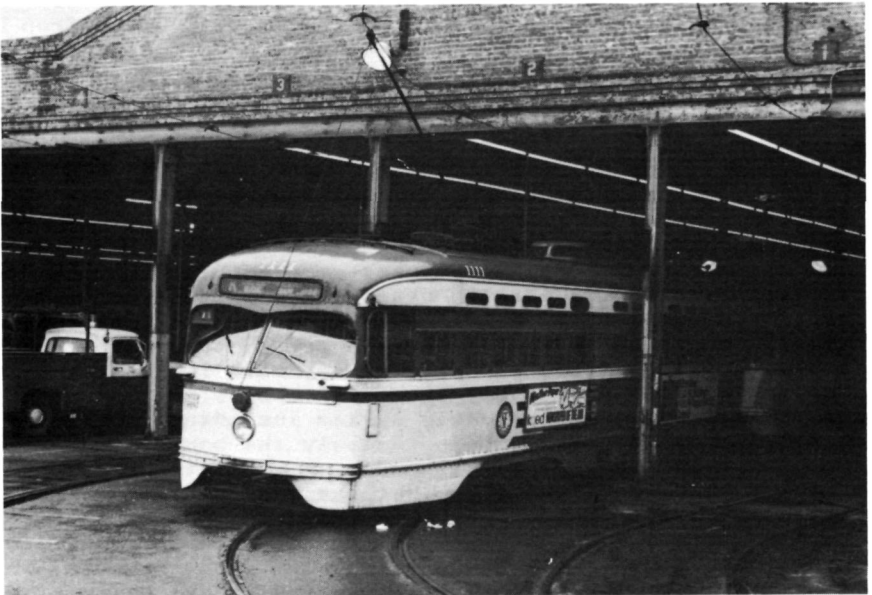
Along Market Street traffic has been disrupted as construction proceeds on the BART subway. Car 1157 inbound from Judah, swings from temporary track back onto the correct alignment. Note the signs at right diverting all but Muni traffic from Market Street at this point.

something to be proud of: in the area served, 90% of the population lives within only two blocks of a Muni route.

In spite of this progressive outlook, the future for the Muni services is somewhat uncertain. In 1966, the Public Utilities Commission drafted an impressive modernisation programme, to be financed by a \$96.5 million bond issue. Included in the plan was a scheme to upgrade the tramways into a rapid transit system, with 100 new cars to replace the PCC's; 150 new trolley coaches; 660 new buses, and improvements to the cable system including route extensions and new cars. Unfortunately the bond issue was not approved and this farsighted plan was stillborn. Added to this setback is the fact that the Muni's 15¢ flat fare, while attracting passengers, results in an annual deficit of \$8 million which is recouped from taxation revenue. One dramatic improvement has been proceeded with, however; along most of Market Street the streetcar tracks are being placed underground, in association with the construction of the BART subway. A new plan has been announced for replacement of the PCC's by a fleet of three section articulated cars, to be built by St Louis under licence from Duwag. Beneath

Market Street these 98' cars will be coupled in sets of 4, making a tram-train almost 400 feet in length.

It is in the sphere of rapid transit that San Francisco's future plans are outstanding. Although recognising that rapid transit was the only answer to traffic congestion, San Francisco planners noted that existing rail systems could not attract patrons away from private cars. What was needed was a means of transport which would be more attractive than the automobile. \$11 million was allocated for research to determine the most suitable type of vehicle; monorails and their kin were rejected in favour of a steel-wheel-on-steel-rail system, fundamentally the same as an ordinary railway. Gone however, are the conventional carriage shapes: the vehicles will be styled to please the eye of Detroit-conscious automobile owners. The carpetted, air-conditioned trains will reach 80 mph and scheduled speed will be 50 mph, easily the world's fastest suburban transport service. Drivers, signalmen and ticket collectors will be absent, since both train operation and fare collection will be completely automated. The cars will be true lightweights and will be low in profile, maximum height above rail being about 11 feet. Current collection will be by third rail since overhead structures were rejected as unsightly. Track gauge will be 5' 6" to give added stability in the high



San Francisco PCC 1111, formerly St. Louis 1707 at the Geneva car barn. How do you think car 1111 would look in San Francisco's sister city? Do you think the car's numbering history qualifies it to be classed as a P/O/PCC?.



Inbound for Eastbay terminal, PCC 1017 drops downhill on the J line on reserved tracks reminiscent of the back streets of Bondi. San Francisco cars 1016 to 1040 have the distinction of being the last PCC's built in the USA, cars with higher numbers being second hand from St. Louis and several years older.

winds experienced in the San Francisco Bay area. The system will be operated by the Bay Area Rapid Transit District, commonly known as BART. (The word "District" in this American usage is equivalent to "Authority" or "Commission" in Australia.)

The route will be underground along Market Street, extending south westerly to Daly City, just over the border of San Mateo county. East from Market Street the line will dive under San Francisco Bay in a four mile tunnel before emerging at Oakland. Here it will divide into three routes: north to Richmond, northeast to Concord and southeast to Fremont. Total route mileage is 75, of which construction has begun of over 60 miles. An operating test track, later to form part of the Concord route, has enabled full scale testing of design features and a sample car-body has been widely exhibited to obtain public reaction. On Market Street construction crews are working round the clock to reduce the period of disruption to a minimum. Meanwhile, streetcar tracks swing from one side of the road to the other

on temporary diversions and for several blocks all non-Muni traffic is banned. The subway under Market Street will have three levels: immediately below street level, a continuous pedestrian concourse and shopping plaza; next level down, Muni streetcars; and below them, BART trains. The cost? \$954.8 million at latest estimate. As in all things the best does not come cheaply. First services, on part of the Fremont route, are expected to start late in 1969, with Trans-Bay service to follow in 1970.

So in two years' time, if you should find yourself on the corner of Powell and Market Streets in San Francisco, and feeling in a mood to travel, you will have a choice of three ways to go on rails: out to Ingleside on a Duwag-style articulated streetcar; across to San Leandro on a brand new rapid transit train; or up to California Street, on an 1890-vintage cable car. Which one would you choose?

My thanks are expressed to the public relations departments of the San Francisco Municipal Railway and the Bay Area Rapid Transit District for their generosity in supplying information which has made these articles possible.



Even bus enthusiasts are catered for in San Francisco. This vintage double decker carries tourists around the Fisherman's Wharf area.



A FAREWELL AND A WELCOME

BACK PAGE: After nearly forty years service on Sydney Harbour, the Port Jackson and Manly Steamship Company's last long stacked all steam ferry, s.s. "Dee Why" has been retired. The "Dee Why" was built in 1928 by Napier and Miller of Glasgow and travelled to Sydney under her own steam. After completing her morning runs on 8th April, 1968, the "Dee Why" was withdrawn from service and placed on standby duty. The vessel was not to see service again. On 19th July the ferry was towed to Blackwattle Bay and joined the hulk of sister ship "Curl Curl" at Stride Bros. shipbreaking yard. Our photograph was taken on 6th April, 1968. May she rust in peace.

ABOVE: On 10th August, Lady Cutler, wife of the State Governor Sir Roden Cutler, launched a new ferry built at the Newcastle State Dockyard for Sydney Ferries Limited. The two deck vessel follows established Sydney design and can carry 570 passengers. It has a service speed of 11 knots. The "Lady Cutler" entered Sydney Harbour on 12th September and will commence service on the Mosman-Cremorne run.

