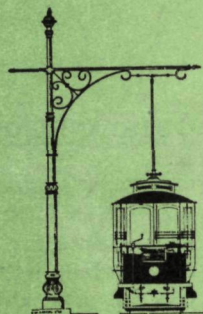


TROLLEY WIRE

ARHS
NSW DIVN

ARCHIVES



Magazine of the
SOUTH PACIFIC ELECTRIC RAILWAY

JUNE 1964

ONE SHILLING AND SIXPENCE



OUTSTANDING SUBSCRIPTIONS

Members are reminded that subscriptions amounting to more than £100 are still outstanding. Work, time and money are the ingredients for a successful museum, and the first and second items are useless without the third. Our Financial Director Laurie Gordon has not been able to hunt up these errant dues over the last six months as he has had his hands more than full with the second job of Acting Secretary; so please assist in this hour of need and send on those £3 cheques.

PUBLISHING STAFF

The production of our new book "Maitland Tramway Ventures" is progressing favourably, the first proofs having been corrected and returned to the printers, so it will not be too long before pre-publication details can be released. At present it seems that the book will consist of almost 80 pages, with approximately 30 blocks, of maps, plans, tickets and photos.

Work is now progressing rapidly on "Century of NSW Tramcars Book II". At present the co-authors are compiling paragraph notes and number lists, which now amount to two thick folders of foolscap notes. It is not yet possible to forecast any release date for this work, but we ask our readers to be patient, and progress will be reported from time to time in this magazine.

SPEED TRIP TO NEWCASTLE

Just three weeks after the circulars advertising our annual rail tour to Newcastle on 28th June were distributed, the whole train was booked out. In fact some late applicants have offered to stand for the entire trip just to be able to sample what will be a most unusual excursion.

Our thanks go out to Dale Budd for the many busy hours of his leisure time he has had to surrender to make this tour possible. We are wondering what unusual trip he will devise next!

COVER PHOTO: Scrubber 137s towing weed burner 144s into the "Dive" siding, Coogee line, on the last occasion these cars were used, 27th January 1961.

Photo, Dale Budd

TROLLEY WIRE

New Series Vol. 5 No. 4

Issue No. 92

JUNE 1964

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.

The Society is building an operating electric tramway in the Royal National Park, N.S.W. Visitors to the depot, in Lady Rawson Avenue, are welcome on the first Sunday of each month. Membership enquiries are also invited; the current fees are £3 per annum or £1.10.0 for students. Write to the Secretary at the above address.

General Manager: R. I. MERCHANT.

Secretary: V. SOLOMONS.

TROLLEY WIRE subscription rate

(for non-members)

10/- per annum, post paid.

25 YEARS

In this issue we have pleasure in recording the development of the world's oldest tramway museum, the Seashore Trolley Museum of Maine, U.S.A. Founded a quarter of a century ago, Seashore has been a model for the groups which have followed, being an exemplification of the fact that it is possible for "amateurs" to run an electric tramway successfully and profitably.

Seashore is not only the oldest but also the largest; on one day recently fifteen different cars were operated, making the scale of operations larger than the week-end services of some of the sub-systems of the Sydney tramways. In the care of its exhibits a high standard has been set, and a unique maintenance manual issued which is being used as a guide for much of our own restoration work.

The outstanding feature of Seashore's collection is its variety. Six countries outside the U.S.A. are represented, including Australia, by Sydney "P" car 1700. For this reason if no other, members of the S. P. E. R. have a direct interest in their activities.

We offer our congratulations on the past 25 years, and our best wishes for the future of this notable organisation.

NEW MEMBER

The Board and Shareholders welcome R. A. Howard as new member 109 to our museum.

VINTAGE CAR VISIT

On Sunday 24th May our museum played host to The Vintage and Classic Car Club. A fleet of nine ancient cars including a 1907 Hupmobile and a 1912 Model T Ford arrived at the museum at 3.30 p.m. where their owners were treated to rides in our Cadillac rail motor and guided tours of our exhibits. It was interesting to note that only one of the vintage visitors was older than our "O" car 1111 (this tram type was still operating in large numbers in Sydney streets in 1958) while none of the autos could hold a candle to our elderly "C" car 290, outshopped in 1896.

In all, a very interesting day was spent showing each other our exhibits, and the visitors departed with the promise that they will look forward to returning again when the power is on at Loftus.

CAR REPAINTING

No major work has been carried out at our museum car shed over the last few months owing to the transfer of our efforts to Randwick, but some work has progressed on car repainting. The repainting of "N" 728 has progressed under the skillful hand of Ted Davies to a stage where the finishing coats of Chocolate are beginning to be applied to the front aprons.

Work has also progressed on the paint cleaning of "L/P" 154. This task will be accelerated in the coming weeks as this car will have to be ready for the battery trials later this year.

When our standard destination roll was designed a few years ago Ted Davies prepared it on linen and it drew favourable comment when fitted to "O" 1111 on our opening day, 23rd December 1961. Just recently a chance inspection of an old map of our Museum area revealed that the name of the creek over which our roadbed will pass in the next series of extensions is TEMPTATION CREEK. We felt that such an authentic nomenclature should not escape inclusion on our rolls, so when "L/P" 154 runs out along the track under its own power its new destination rolls will most certainly display this sign.

OPERATION RAIL LIFT COMPLETED

The lifting of 75 tons of rail from the old Randwick Repair Shops was successfully completed on 31st May, with the final cleaning up of the area used as a rail stack in the workshop area. The magnitude of this task proved to be second only to our overall job of tramcar preservation at Loftus, and it was with some relief that we saw the last load of our new track leave Randwick for Loftus on Wednesday 27th May.

In all, 59 tons of very sound rail of 60lb and 80lb weight in various lengths between 24 and 40 feet was transferred to our per-way yards at the museum yielding us enough material eventually to lay an additional 1,000 yards of track. The balance was made up of short lengths which had to be cut for removal from the concrete road bed along the shop's entrance doors and these pieces were disposed of as scrap. Due to shrewd bargaining the whole venture was financially self supporting, the only debit feature being that the battery trial, originally proposed for late February, had to be postponed to a future date as yet unknown.

Our thanks again go out to the University of N. S. W. for their generosity in donating this track to us in position. To those members who toiled and sweated at this task for the past three months we offer our thanks and would like to reward them with a paid rest holiday! This is not possible at this stage however, and the only reward we can offer is that they will have the satisfaction of knowing they were responsible for a job well done when they are riding along that track electrically at some future date.

Don't put your feet up yet, there are bigger tasks ahead of us in the near future.

SIGNAL BOX IN POSITION

With the delivery of the new rail at Loftus a crane was finally available for the lifting of our signal box onto that vacant elevated pedestal. The cabin now commands a wide view of our depot yard, the N. S. W. G. R. Royal National Park Branch railway as well as the adjacent main Illawarra line; there should be many contenders for the job as signaller when the levers are finally connected to the point work in the depot yard. In the meantime the box will have to be thoroughly cleaned of its old paint coats, the roof repaired and the sliding windows reinstalled.

SUB STATION ACTIVITIES

Dick Clarke's 415 volt AC 3 phase - 600 volt DC 20 HP motor generator set was completed on 31st May and its first trial is awaiting the extension of the commercial 3 phase mains to our substation which should take place by the time these lines appear.

This small set has been designed to provide 600 volts for testing purposes prior to our battery trial, for eventually re-charging our battery of accumulators and for operating the air compressors on the cars when they are standing in the depot yard.

NEW LIST OF PRESERVED TRAMCARS IN AUSTRALIA COMPILED

At the request of the "Association of Railway Museums" (U.S.A.) we have drawn up another list for their annual publication "Survey of Electric Railway Museums 1964". To our surprise a total of 70 tramcars are now preserved in Australia, by enthusiast museum bodies like our own venture, by conventional museums and by private individuals. To our knowledge Australia now ranks second in the list of countries throughout the world participating in the tramcar preservation field.

We hope to publish this list in these pages at a later date.

"ELECTROLINERS" MOVE EAST

Readers will be familiar with the famous four car, ten axle, articulated, air-conditioned, streamlined "Electroliner" interurbans of the Chicago, North Shore and Milwaukee Railway, which was abandoned on 21st January 1963. Entering service on 9th February 1941, the two "Electroliners" were constructed by the St. Louis Car Co. and were the last and finest interurbans ever built. Capable of sustained high speeds in excess of 85 m.p.h., the "Electroliners" lay abandoned at Highwood for several months after the closure, until the entire fleet was put up for sale on 7th October 1963.

On this date 35 units were sold for further use. Two, the "Electroliners", were sold to the Philadelphia Suburban Transportation Company ("Red Arrow Lines") for passenger service, as described below. Seven units, mostly flatcars and coaches, went to common carriers, while no less than 26 cars were disposed of

for preservation by 9 museums and several individuals. The remaining stock is being scrapped at Roundout, Illinois, incidentally the scene of America's last mail train robbery.

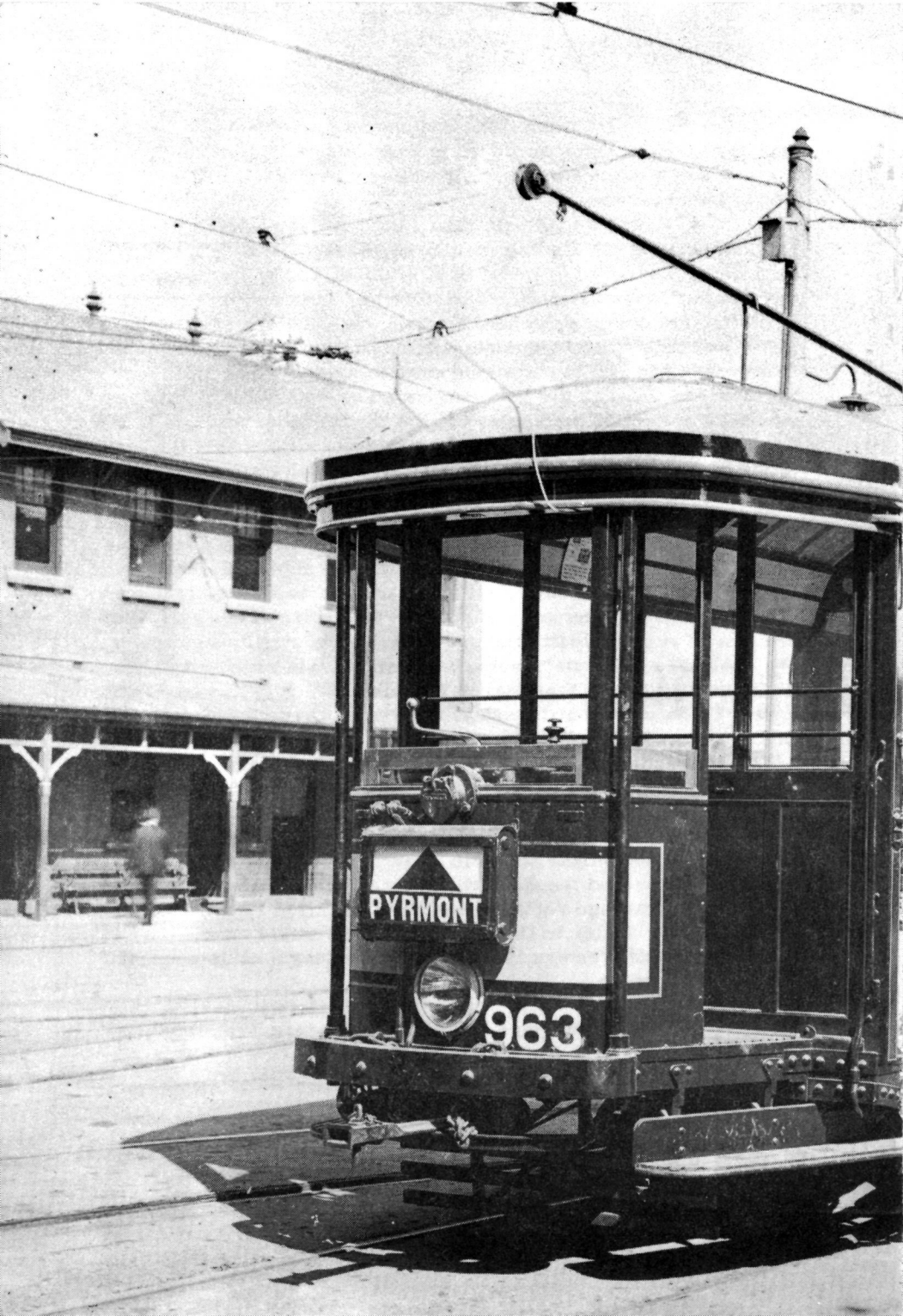
Coupled together, the "Electroliners" were hauled to Philadelphia via the Chicago and North Western and Pennsylvania Railroads, and taken to the P. S. T. 's Upper Darby workshops for overhaul. The interiors were restored to their original appearance, in distinctive colour schemes of coral, blue and silver; scarlet and grey; or apricot and turquoise. Exterior colours have been changed from green and red to a striking combination of white, grey and maroon. In Chicago the trains operated on both outside third and overhead collection principles but the trolley poles were removed for service in Philadelphia. Only structural change was the installation of extra doorways and the modification of steps to suit platforms in their new territory.

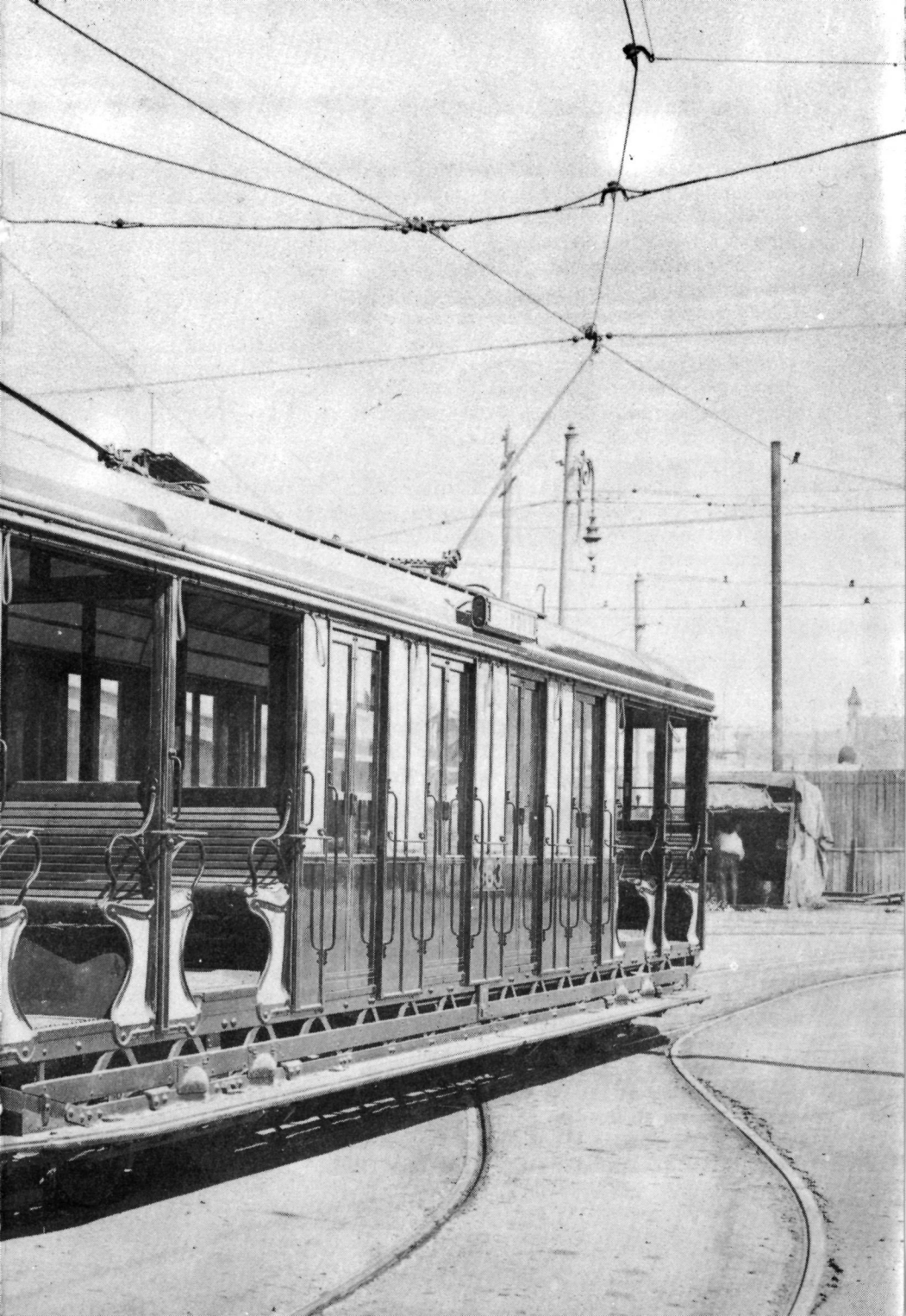
In January this year the two trains emerged from the shops, now termed the "Liberty Liners" and subtitled "Valley Forge" and "Independence Hall", and made press runs on 26th January prior to entering regular service on 31st January. They are now in regular peak hour operation on the standard gauge Philadelphia and Western suburban electric line which stretches from the 69th Street terminal in Philadelphia, 20 miles to Norristown. On Saturdays and Sundays one train shares the regular all day service with the high speed "Bullet" cars built for the line in 1932. Refreshments are served in the mid-train tavern-lounge: coffee on the way downtown, and a cocktail at night, both with tape recorded background music (NSWGR suburban services please note).

The Philadelphia Suburban Transportation Company recently approached the Reading Railroad with a view to purchasing or obtaining trackage rights over their little used 21 mile branch up the Chester Valley to Downingtown. This would enable the Philadelphia and Western line to double the length of its present Norristown section.

-- S. D. Maguire, "Trains", "Modern Tramway",
Illinois Railway Museum.

CENTRE PAGES: The finest photo of an "O" car ever taken.
963, in brand new condition, poses for the camera in Ultimo
Depot Yard. Official photo, courtesy N. S. W. G. R.





"THE TROLLEY WIRE" - OLD SERIES

From time to time Museum members have expressed the opinion that we should reprint the old series of this news sheet which appeared between February 1952 and December 1955, a period when Sydney tramway policy hovered between whether to retain a small compact system of about 100 route miles and approximately 800 cars, or change over to buses altogether.

Many of the old articles in "Trolley Wire" of that period have since been re-written for "Electric Traction", while research of recent years has enabled us to learn so much more about the topics in those early editions that little would be achieved by reprinting them in their original form.

The highlight of "Trolley Wire" of those days was the "News" page and we intend to reprint those news items from time to time on these pages together with any relevant comments which events over the last decade dictate.

SYDNEY NEWS: VOL. 1, NO. 1, FEBRUARY 1952

"P" cars Four "P" cars are being fitted in Randwick Workshops with "R1" type braking equipment.

"P" 1480 was observed running again on the "Limerick" (Robertson Road to Dowling Street Depot staff shuttle) after spending two months in storage. This is the result of instructions forbidding the use of corridor cars on this run.

New Service Stock 138 "S" (ex "K" 763) the first addition to Sydney's service stock roster for many years was noted nearing completion at Randwick Workshops last month. This is the first of a number of new service stock vehicles to be converted from the old "K" class passenger cars of which only two remain in service. (1)

The honours for these new cars go to Mr. H. South, head car builder at Randwick Workshops, under whose direction these cars were designed and built.

Restoration of Sunday Tramway Services As a result of staff improvements in recent weeks the Transport Department is restoring trams on the few remaining services operated by 'buses on Sundays. These tram routes have had no Sunday tram services (with a few exceptions) since 11th July 1948.

Trolley buses rebuilt Trolley bus 24 from Ritchie Street Depot was noted in Randwick Workshops during January undergoing very thorough overhaul. This bus was built on 15th February 1937, so this month it is entering its 16th year of service.

New Tram Delivered "R1" 2004 was delivered to Randwick from the builders, Commonwealth Engineering of Clyde, on 18th January 1952. This car will be attached to Ultimo Depot which recently received six "O" cars from Newtown Depot to relieve their present car shortage.

- (1) New service stock programme launched in 1952 produced two single truck scrubber cars, four bogie breakdown cars (ex "O" class) and one weed killing trailer (built from "O" car bogie parts). The two scrubber cars are now operating in Melbourne.

SYDNEY NEWS: VOL. 1, NO. 2, MARCH 1952

"R" Car Overhauls "R" 1777, the first corridor car to undergo an "A" overhaul (with the exception of "R1" 1958 fitted with resilient wheels in April 1950) has returned to Newtown Depot for regular service from Randwick Workshops.

Rushcutters Bay Depot car "R" 1974 is at present in Randwick Workshops being painted for the RAAF campaign for recruits. The car has been painted royal blue and sky blue with a red band separating the two, and a silver roof. The side adverts will be illuminated by concealed tubes. We believe that the colour scheme is similar to that used on "E" cars 587 and 588 in 1925.

"R" cars 1787, 1792 and 1794 are at present in Randwick receiving "A" overhauls.

Track Brakes for Corridor Cars "R1" class cars 2010 and 2011 were to be fitted with a type of track brake in Randwick Tramway Workshops for operation on the Neutral Bay line, but at the last minute these two were delivered to Rozelle Depot.

Resilient Wheels We believe that the Transport Department have ordered parts for resilient wheel trucks similar to the Brisbane design.

Trolley Bus Repairs and Rebuilds Single deck trolley bus number 2 has been noted in Randwick Workshops for overhaul with bus number 18, which is being extensively rebuilt.

(TO BE CONTINUED)

THE FIRST TWENTY FIVE YEARS

Seashore Trolley Museum of Kennebunkport, Maine, U. S. A.

On June 18th our hobby is twenty five years of age.... It is indeed rare when a hobby's age can be accurately recorded, but it was on that day in 1939 that a small group of railfans lodged a \$20 deposit on car 31, a twelve bench open maximum traction car of the Biddeford and Saco street railway in Maine, to save it from the scrap heap.

By July 14th 1939, the balance of the \$150 purchase price was paid, a place had been found to store the car and arrangements made for its removal. Thus our hobby was launched by this small brace group, and in the intervening twenty five years six countries have, to our knowledge, preserved approximately 660 cars from destruction. This approximate total is made up as follows:-

United States of America---	470	Australia-----	70
United Kingdom and Eire---	60	Canada-----	30
France-----	20	New Zealand-----	10

While the Australian figure is accurate, the others tend to be conservative estimates and no attempt has been made to itemize European preservations other than France.

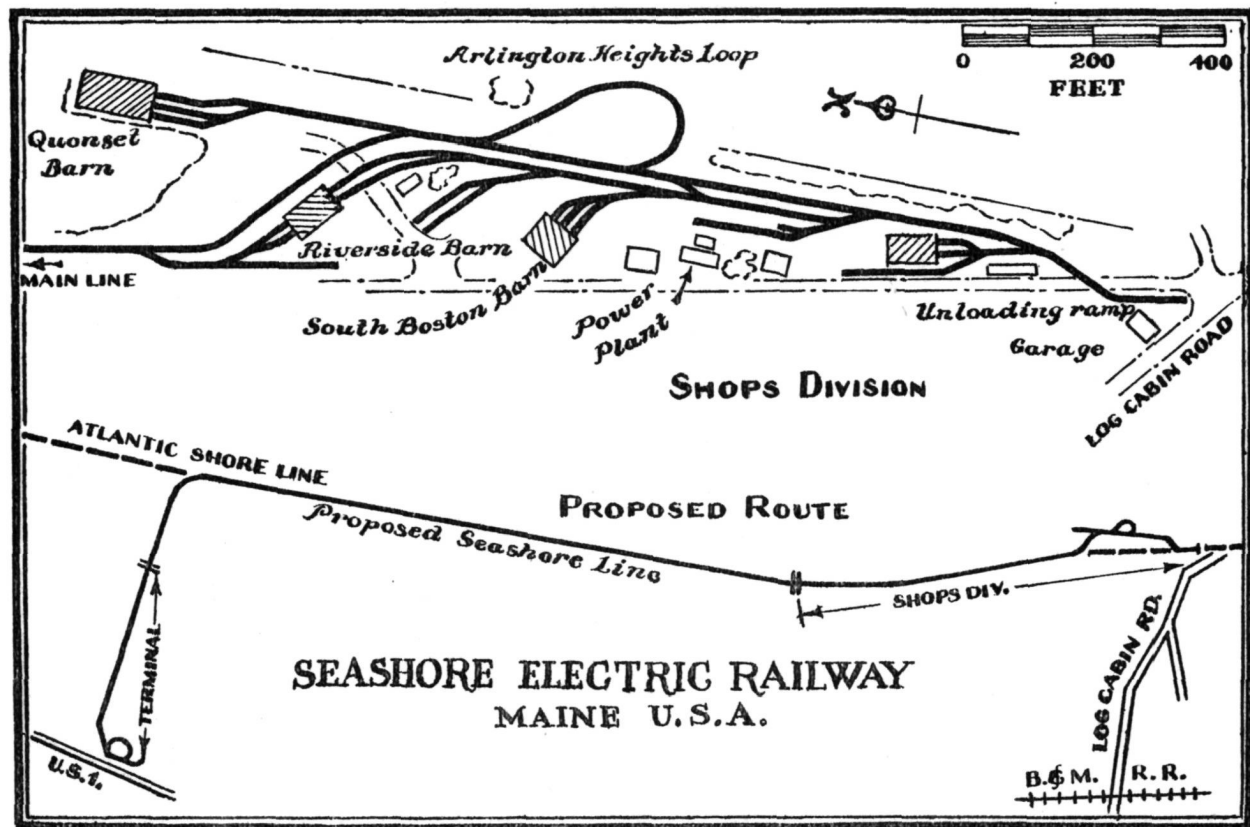
On July 5th 1939 the twelve enthusiasts who bought car 31 formed the Seashore Trolley Museum and by the time the United States entered World War II in December 1941 the museum roster had grown to three complete cars and one body and the membership to approximately seventy. The collection remained static for the duration of the War; this being due not only to members engaged in wartime occupations, but to the fact that tramway systems received a compulsory extension of life. During these relative inactive years the Seashore collection stood on the society's triangular plot of land at Kennebunkport, some 25 miles south of Portland, adjacent to the old right of way of the abandoned Atlantic Shore Line interurban which once formed a segment of a 700 mile unbroken chain of tramways and interurbans stretching along the Atlantic Coast of the New England States.

With the cessation of hostilities in sight and new plans for wholesale tramway scrapping imminent, the first post war acquisition, a line car from the Eastern Massachusetts Street Railway, was made by the Society on April 3rd 1945. From this juncture the Seashore fleet expanded in leaps and bounds.... 31 cars formed the roster by 1953, being magnified to 42 during the following year.

During 1955 the Seashore museum became an international institution when Blackpool double deck bogie car number 144 joined the American cars in Maine. This was joined later by other British trams from Liverpool, London/Leeds and Glasgow. And so the totals grew.... 46 items were preserved by 1955, 52 by the close of 1956, 83 by December 1961 while to-day the strength is approaching the 100 mark. This fleet is made up of a representative collection of horse, cable, interurban, freight, subway and city cars as well as specialised line maintenance and emergency vehicles.

If Seashore did nothing else but preserve this vast number of rail vehicles their task would be considered a mammoth effort for a hobby group but in addition this hard working society has operated a regular electric passenger service during the summer months for the last eleven years, erected four large car barn buildings, laid almost one route mile of standard gauge track, fully restored many of their vehicles to new condition, imported trams from Canada, Australia, New Zealand, Italy, Japan as well as from Britain, and assembled a motor vehicle fleet capable of satisfying all their transportation needs from carrying light spare parts to transporting all but the larger cars of their roster.

Power first energised the trolley wires on 27th December 1953.... being the second museum to reach operational status. The younger sister museum at Branford, Connecticut, stole the honours by throwing their main switch on July 4th of the same year. Seashore's initial power came from a Sterling combustion engine generator set which was later joined by other similar plants. The museum persevered with these apparatus for ten years, a period which proved to be a decade of woes and headaches which ended with a sigh of relief on 19th July last year when power tapped from the local commercial supply delivered through a 300 KW synchronous motor generator set became available for traction purposes.

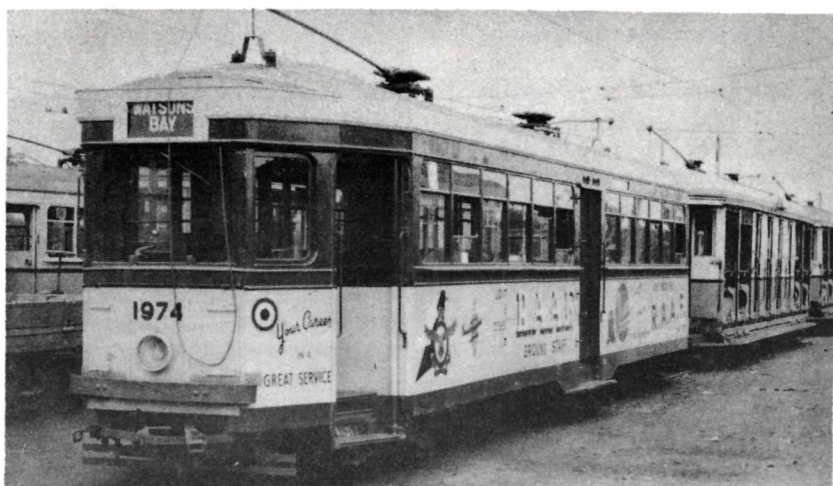


The original triangle of land has expanded considerably during the last twenty five years. The museum now has building rights for an eventual line of approximately five miles. Four miles will extend northwards along the old Atlantic Shore Line right of way curving west for the remaining distance to a terminus on U.S. Highway number 1. Present operation extends through the "Shops" area and beyond for over half a mile under catenary overhead along the old interurban road bed. From June 1957 until 1960 an isolated line known as the "Terminal Division" operated adjacent to Highway U.S. 1 at the western end of the property. This was launched to overcome cramped facilities at the "Shops" and so enable more efficient handling of the visiting crowds. Unfortunately the extra work required to operate two isolated sections was not justified by the results achieved so the outer track was closed and will most probably remain disused until the rail heads are united to form one system.

The museum participated in an unusual event in February 1963 when their fully restored Boston car number 396 was unloaded onto rails in the Boston suburb of Belmont, an area which had lost its trams during 1958. The car operated again under its own power drawn from trolley bus wires in the Preminger film "The Cardinal" which is now showing in Sydney. Seashore received a rental of \$1 for the use of the car but in return the costs of restoration and over-haul were met by Columbia Pictures.

And so the "biggest and largest" tramway museum continues to grow and flourish. One would think with so many tramway and steam railway museums operating in United States, together with the reduced number of local cars now available for preservation that the Seashore venture could look forward to a quite future of restful routine activities. But this is not to be. The number of passengers taking rides each summer continues to grow 22,000 passengers during the summer of 1963 yielded donations of \$5,564 while the treasurer's report for the year ended 31st December 1962 revealed a turnover of \$51,282. Recent car deliveries have included trams from Montreal and interurbans from two Chicago lines, and there is no indication that the tempo of preservation will slacken as the members are ever casting their eyes over the foreign used tram market.

To this extremely successful and enthusiastic group we extend our congratulations on reaching their 25th anniversary and we can assure them that we will be ever grateful for the inspiration they have given our own small preservation efforts over the years.



"R1" 1974, the RAAF advertising car, at Randwick Workshops in 1952.

Photo, Ken McCarthy



"Valley Forge", formerly CNS&M 801-802, at Bryn Manor, Philadelphia, on its demonstration run on 26th January 1964.

Photo, Stephen D. Maguire