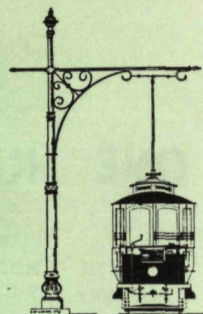


TROLLEY WIRE

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



OCTOBER 1965



ONE HUNDRED UP

With the publication of this edition the total number of issues of "Trolley Wire" reaches the one hundred mark. Begun in February 1952 as a monthly news magazine for the Sydney branch of the Australian Electric Traction Association, "Trolley Wire" flourished for some four years before ceasing publication at the close of 1955, when improvements were made to the A. E. T. A.'s national publication, "Electric Traction". Within a few months however, it was revived under the title "Trolley Wire Review" to serve as a news sheet for the newly-founded Australian Electric Transport Museum, predecessor to the South Pacific Electric Railway.

Today, with its name reverted to the original shorter form, "Trolley Wire" brings to members of the S. P. E. R. news of museum activities at Loftus, news of tramway museum activities interstate and overseas and reports of interesting and unusual events on tramway systems still operating throughout Australia. As well as keeping members informed of our progress, limited public sale of "Trolley Wire" enables it to act as an advertising medium for our activities. Believing that members and readers in general have a fairly broad interest in public transport. "Trolley Wire" also has a policy of presenting news reports of other transport activities, notably Sydney's ferries.

From its beginnings as a quarto size publication printed by the Fordigraph process, "Trolley Wire" has progressed through the ink duplicating process to the present offset method. While not permitting as flexible a layout as letterpress, this process allows the easy reproduction of photos at reasonable cost, and thus enables us to present an unrivalled pictorial coverage with our news reporting.

We trust that our readers find "Trolley Wire" interesting and enjoyable; our aim is to further improve the magazine, and if readers can help us increase the circulation, which is the key to our rate of development, they will be showing their appreciation in a practical way.

COVER PHOTO: "C" 290, Australia's oldest surviving electric tramcar, near South terminus at Loftus.

TROLLEY WIRE

New Series Vol. 6 No. 6

Issue No. 100

OCTOBER 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:-

Dennis Elwood	149
William Jolly	150
George Stevens	151
Geoffrey Dean	152
Ronnie Berry	153
Ian Scott	154

MIRANDA WAITING SHED

As mentioned briefly in our last issue, a recent acquisition has been the Miranda tramway waiting shed. On 31st July this building, which once sheltered intending passengers on the Sutherland -Cronulla steam tramway, was dismantled and removed to Loftus. Owing to the ravages of time and white ants, this structure, which was generously donated to us by the Sutherland Shire Council, will require substantial repairs before being re-erected at the museum depot. We expect however that substantial progress towards its rebuilding will have been made by the time these lines appear.

NEW RAILWAY COMMITTEE

At the Board Meeting held on Sunday 15th August the following members were appointed to the Railway Committee:

Managing Director.. (Appointed in July)	R. Merchant
Communications & Signals.	N. Reed
Acting Electrical Engineer.	R. Clarke
Mechanical Engineer.	R. Clarke
Paintshop Supervisor.	E. Davies
Exhibits Supervisor	R. Jackson
Archivist	N. Chinn
Way& Works Supervisors.	V. Solomons, C. Rhodes
Building Committee	N. Chinn, R. Clarke, L. Gordon
Overhead Supervisor.	D. Rawlings
Chief Traffic Officer.	J. Shoebridge
Editor "Trolley Wire".	D. Budd
Tramcar Maintenance Supervisor.	R. Harvey

The remaining appointments will be made at a later date.

DO YOU KNOW THESE MEMBERS?

Museum notices and magazines sent to the following members at the addresses shown are being returned. Anyone knowing the current address of any of them is asked to contact us as soon as possible.

N. Bull Snr, 28 Lloyd Street, Willoughby, N. S. W.
 P. Lambert, 4308 Marcil Ave., Montreal,
 Quebec, Canada.
 G. Thompson, 36 Traill St., Wagga, N. S. W.

PUBLICITY

A comprehensive report of our activities, accompanied by a striking photo of "C" car 290, appeared in "Compass", the periodical of the N. S. W. Department of Tourist Activities, in September. This, together with the publicity described in our last issue, no doubt contributed to the consistently high passenger volume at the museum over the last few months.

TRACK AND LINESIDE DEVELOPMENT

Water and A. C. power arrived at the signal box on 29th August. This has enabled two large flood lights to replace the D. C. lamp cluster in the depot yard and water taps will soon be installed around the museum parking area.

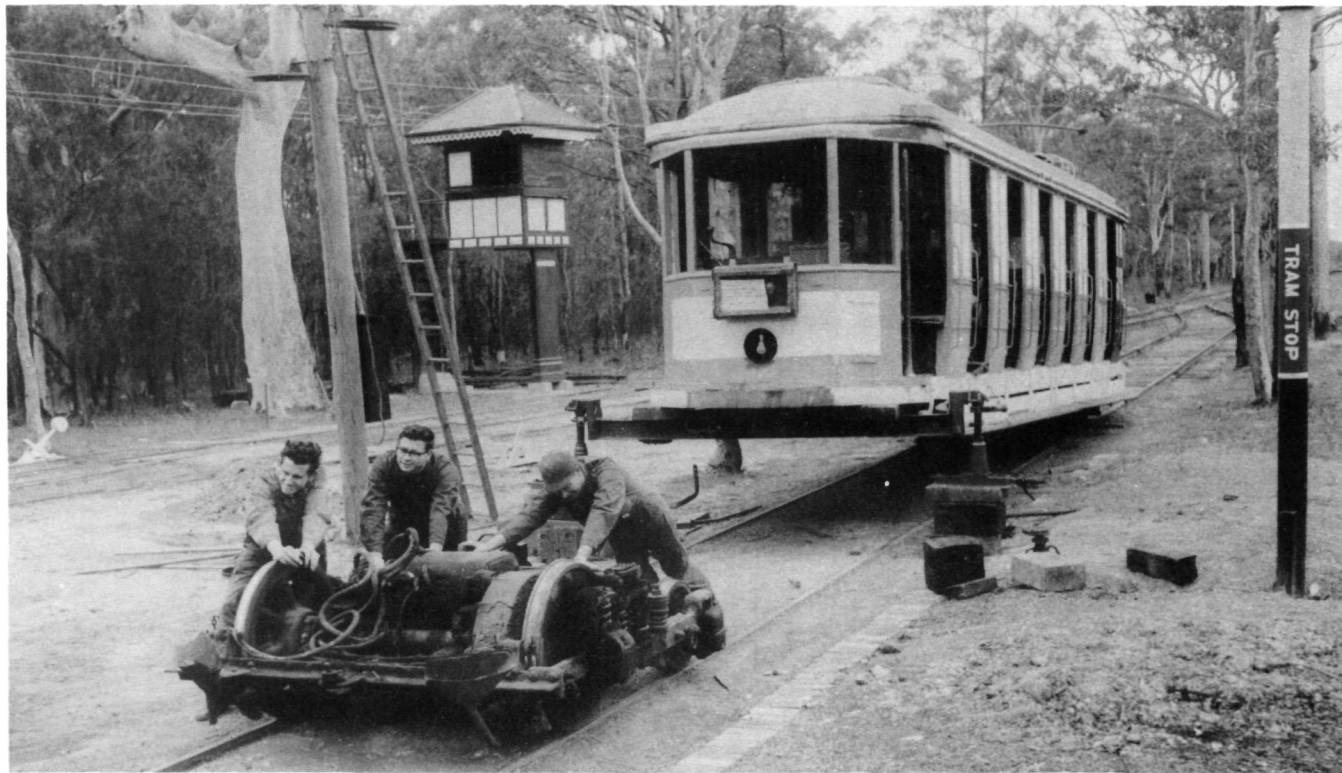
The permanent way department, in addition to routine track maintenance, found time to provide an extra 30 feet of safety track beyond South terminus on 25th July. Work is about to start on a two road terminus behind the substation, and should be well under way when the Department of Main Roads complete their work in the area.

SKOKIE VALLEY ROUTE SOLD

North Shore Line's famous Skokie Valley Route, superbly built, high speed raceway for some of traction's finest interurbans, has been sold. Chicago and Northwestern bought the section from Dempster Street Skokie to Lake-Cook County Line Road, over eight miles, and will again switch North Shore's many industries in the area. The CNW move effectively bars further extension of the successful "Skokie Swift" (a rapid transit service on the southernmost section of the former interurban - Ed), caught community officials totally unprepared, and may prove to be one of the most determining actions by a commuter carrier to prevent invasion of its territory by a subsidized competitor. While irate Glenview officials (who had dickered for the trackage, with delay after delay) called a meeting to consider further action, CNW calmly planned to abandon its own beat-up track and switch to the well-maintained N. S. iron.

The remaining section, County Line to Lake Bluff, was let for bid by scrap dealers, and the sale is effective this week. Bye bye to Insull's finest!

-- reprinted from "Rail and Wire", the newsletter of the Illinois Railway Museum, January-February 1965 issue.



Maintenance on the main line: removing one of the bogies of "N" 728 for attention on 7th August.

Photo, M. Giddey

THE TRANSPORT MUSEUM SCENE

Almost 1,000 electric rail vehicles are now preserved in museums throughout the world. The preservation machinery responsible for this vast collection can be divided into five groups:

1. Conventional Static Museums.
2. Public Transport Operators.
3. Pleasure Rides of Semi-novelty-commercial Value.
4. Private Individual Efforts.
5. Specialised Museums, where operation and preservation are of equal preference.

CONVENTIONAL STATIC MUSEUMS.

Of the many conventional museums only three, the Belfast museum in Northern Ireland, the Swiss Transport Museum at Lucerne and the Museum of Applied Arts and Sciences in Sydney have assembled anything like a tramcar collection representative of the various phases of development of the industry in their area. Other museums of this nature have limited themselves to the static preservation of only one or two cars from their patron city.

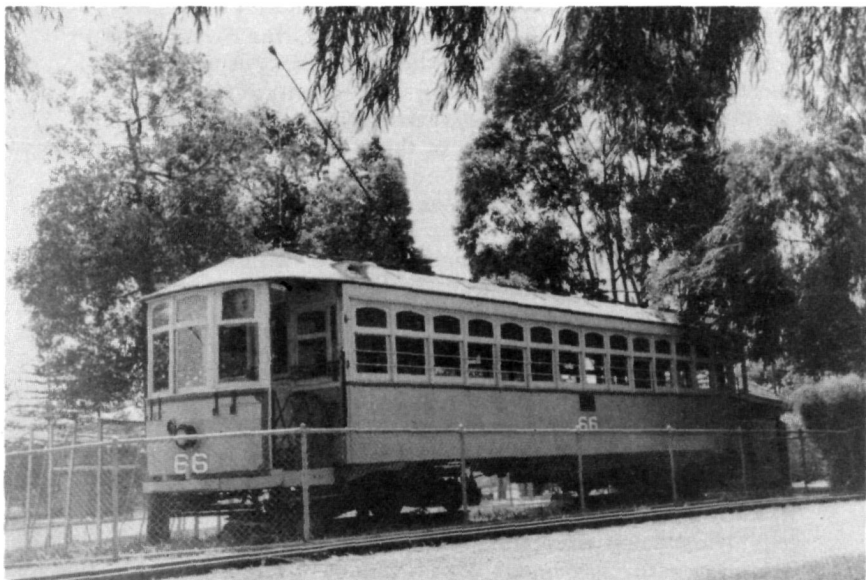
This paucity is mainly due to two considerations: Firstly, available finance in these museums must be shared by many areas of preservation, and the comparative large amount needed to transport, house, restore and maintain just one tramcar can be used to preserve many exhibits of a more conventional nature. Secondly, there is unfortunately an attitude of "Intellectual Snobbery" associated with certain fields of preservation. Exquisite pieces of china which generally grace a wealthy matron's parlour, or an expensive limousine of magnificent opulence and limited utility have always received greater patronage than a mundane and commonplace object such as a tramcar.

When many conventional museums finally became aware of their city's tramways demise and expressed a desire to preserve some associated relic it was generally too late.

PUBLIC TRANSPORT OPERATORS.

In some cities, where museums have not been active, the public transport undertaking has retained some antique items of rolling stock for historical purposes and tours. Two very interesting collections, that at Sheffield which consisted of five cars prepared for the last day parade on 8th October 1960 and Blackpool, where another five old electric trams, one dating from 1885, were restored for the 75th anniversary of tramway operation festivities on 29th September 1960, have since been handed over to the specialised tramway museum at Crich, England.

The Hague, Utrecht and Rotterdam in Holland, Schepdaal in Belgium, Hannover, Leipzig, Berlin, Dresden, and Hamburg in Germany, Copenhagen in Denmark,



Perth car 66 on display at South Perth Zoo.

Photo, P. MacDonald

Halsingborg and Goteborg in Sweden, Oslo in Norway, and Pittsburg in U. S. A., to name several undertakings, all have one or several restored old cars which emerge on city tracks on special occasions. Taking this form of preservation to its extreme we see whole systems of historic vehicles still in sentimental service in the form of the cable lines in San Francisco and the horse line in Douglas on the Isle of Man.

The two most elaborate museums sponsored by transport operators are to be found in Glasgow and London. On 14th April, 1964 Queen Elizabeth, The Queen Mother, opened the Coplawhill Museum of Transport in Glasgow, where, amongst other exhibits, are six of the city's cars, ranging from an 1896 horse tram to a late streamliner representative of types built between the late 1930's and the 1950's, standing on tracks in glistening, fully restored condition. Unfortunately the future of the Clapham Museum in London is not so bright. On 29th May 1963 ten trams from London, Glasgow, Llandudno, Douglas, Blackpool, Leeds, Chesterfield and Sheffield made their museum debut, together with bus and railway items, but recent reports hint that the British Railway Board is not too happy about the annual cost of £90,000 needed to run the museum and would like a direct annual grant from the Government to assist their preservation activities.

In Australia, all tramway undertakings both past and present have given great assistance to independent museum undertakings, but with the exception of Launceston and Brisbane, no old equipment has been purposely retained on the undertaking's premises. After the conversion of the Launceston system to trolley bus operation in 1952 one car was kept on tracks at the rear of the bus depot, but after a few years disposal took place and the car joined the rest of the fleet in "outhouse" service. Brisbane, on the other hand, finds that restored four wheel open cross bench car number 65 is in fairly regular demand by enthusiasts and tourists and can often be seen touring along the main thoroughfares sandwiched between modern service cars, some less than two years old.

The most dramatic metamorphosis in the tram-car preservation field resulted in the restoration of car 104 in Bradford, England. Earmarked for preservation after the closure of that city's lines in May 1950, No. 104 somehow thwarted plans of retention and became a score board at a local stadium. After three years of desecration some enthusiasts purchased the remains of the car and in conjunction with the Transport Department laboriously restored it to original working condition. On 23rd July, 1958 the car emerged again on the streets of Bradford operating under its own power drawn from trolley bus overhead wiring, along a stretch of rejuvenated track.

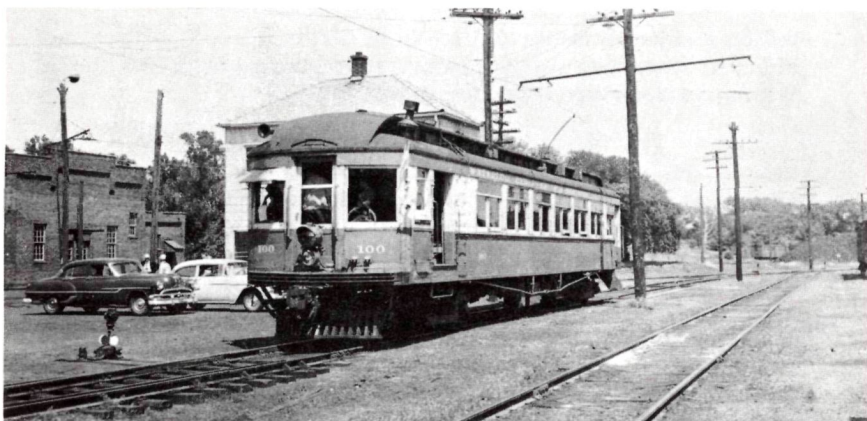
PLEASURE RIDES

Lately a new form of tramcar preservation has emerged in the U. S. A. where tramways are being construc-



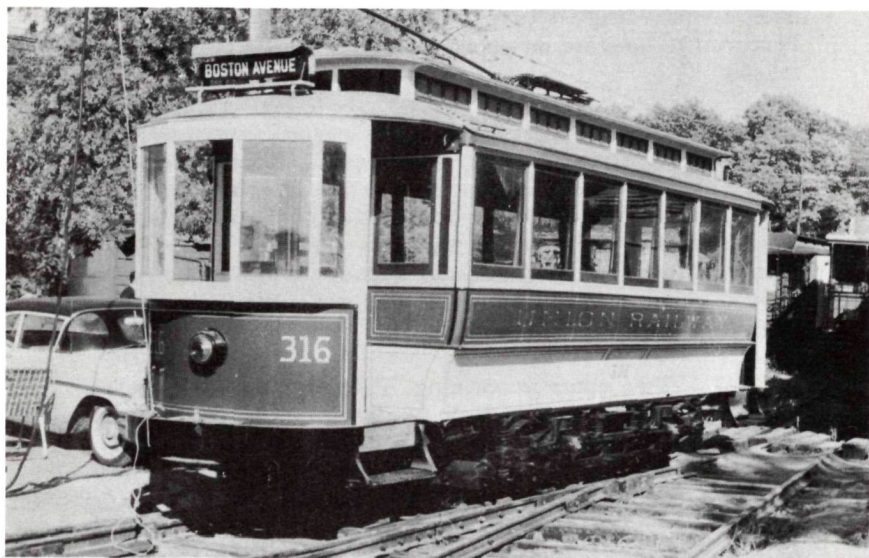
One of Australia's lesser known but nonetheless active preservation societies is the Tasmanian Transport Museum Society. This group has in storage Hobart trolleybus 74 and tramcar 141, seen here before withdrawal from service, while it is also active in the steam loco field and plans to establish a museum in the Hobart suburb of Glenorchy.

Photo, B. Tooker



Waterloo and Cedar Falls Northern car 100 at Waterloo in 1956. This car has since been transferred to the 17 mile Southern Iowa Railway where its owners, the Iowa Railway Historical Museum, are able to conduct regular excursions with the car operating under its own power.

Photo, S. D. Maguire



A fine example of restoration work: Third Avenue car 316 at the Branford Electric Railway in the U. S. A. One of the largest traction museums in America, Branford has over 50 vehicles and some two miles of line.

Photo, B. Molnar

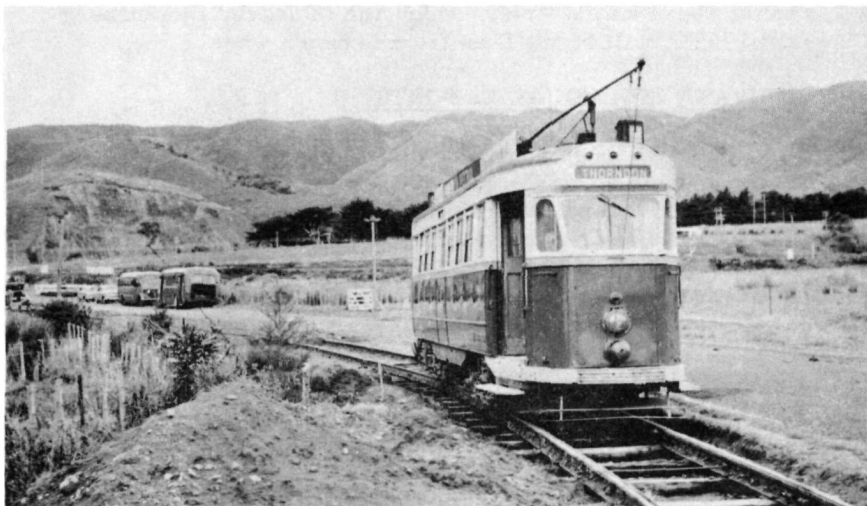
ted on a semi-commercial basis to furnish people with rides between two points, rather than placing effort in obtaining various car types for display.

The two most successful undertakings of this nature are to be found at Forth Worth, Texas, and Olmstead Falls, Ohio. Perhaps it is wrong to mention the Fort Worth venture here as it is really an entirely commercial venture. The line, however, built to provide free transport by way of surface and subway track from a car parking lot to Leonards department store, was opened on 15th February, 1963 using five thoroughly rebuilt ex-Washington PCC cars. The results have been so successful that a sixth car was added to the fleet early this year.

Mr. Gerald Bookins opened his $1\frac{1}{4}$ mile Columbia Park and Southwestern line on 20th October, 1962 to serve his supermarket and caravan park at Olmstead Falls on the outskirts of Cleveland, as well as a means of preserving cars of his liking. This has also been a rewarding venture, his rolling stock being superbly restored to operate on excellent, professionally laid track.

The museum venture in Oregon, known as the Glenwood Electric Railway, has recently undergone a policy change which has resulted in the offering of some of its cars for sale and the conversion of the undertaking into a commercial venture joining a car park with a picnic ground. Fortunately ex-Sydney "O" car 1187 has proved very popular in this service and is not one of the cars available for disposal.

Two other promising "Pleasure Ride" lines are being constructed in U. S. A. The Gold Camp line at Cripple Creek, Colorado commenced operation on 29th August 1964 on half a mile of track using ex-Los Angeles 3'6" gauge PCC car 3101. Work is at present progressing on further extensions which will ultimately form a line of $5\frac{1}{2}$ miles joining the towns of Victor and Cripple Creek along an abandoned railway right of way. Contractors are also busily engaged in the construction of a two mile track at the Magee Transportation Museum in Pennsylv-



As already reported in our June Issue, the Queen Elizabeth Park Tramway in Wellington is making rapid progress. Here "Fiducia" car 235 poses on newly-laid track at the museum site.



This gem is a vintage Daimler tower wagon used by the Wellington museum.

Photos, D. Macartney

vania where an old timer, which ran in nearby Bloomsburg until 1926, will be the first tram to turn a wheel.

PRIVATE INDIVIDUAL EFFORTS.

Although some individuals have carried out commendable efforts in preserving cars singly or in small numbers not all private efforts have been very successful. In Australia several private ventures are to be found around Sydney, Melbourne, Leonora and Perth. Perhaps the best preserved specimens in this group are three cable cars privately housed under cover in Melbourne.

SPECIALISED MUSEUMS

This group accounts for almost 90% of all preserved trams. "Trolley Wire" for June 1964 dealt with the launching of the dynamic (rather than static) tramcar preservation movement by the Seashore group in June 1939. From this initial idea the Seashore museum of Maine has grown into a large undertaking with approximately 80 cars preserved and an annual summer patronage of some 30, 000 persons.

Each year now finds more museums, inspired by Seashore's success, introducing powered operation. In recent times so many have achieved this status that it is now difficult to present a comprehensive list, but to name several:

T. M. S. at Crich in England; Seashore, Branford, Warehouse Point, Orange Empire, Arden, East Broad Top, Pennsylvania Railway Museum, Iowa Railway Historical Society, Ohio Railway Museum in the U. S. A. ; The South Pacific Electric Railway, The N. S. W. Steam Tram Preservation Society in New South Wales and the Wellington Tramway Museum Society in New Zealand.

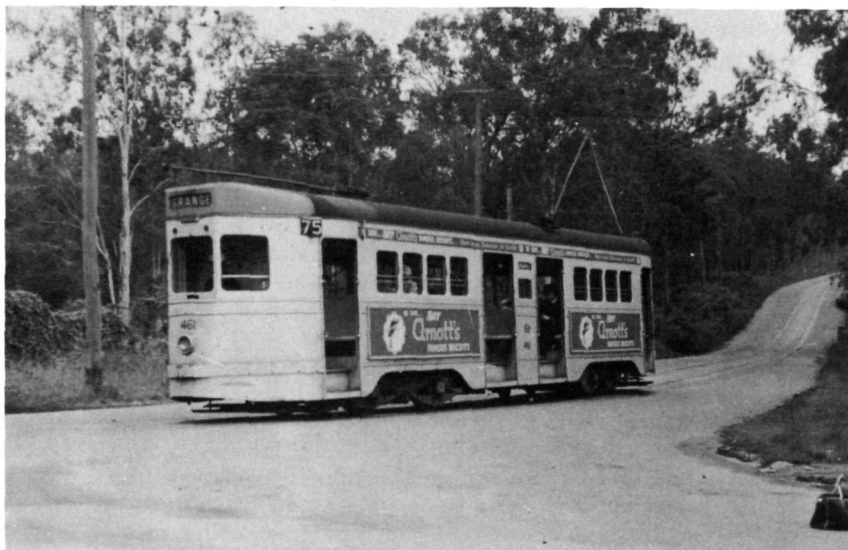
Perhaps this "success story" has been too successful -- just recently a leading U. S. A. financial magazine dealt with the cold facts of museum financing and revealed that there is now money to be made in selling old locomotives to museum groups. It is to be hoped that the tramcar preservation field will be left alone by those interested in money rather than heritage, and that these "Wall Street" types will continue to confine their preservation activities to fine china and expensive limousines.

AUSTRALIAN TRAMWAYS TODAY

The position of Australian tramway systems today is not a happy one. Of 12 systems operating early in 1952, when "Trolley Wire" first appeared, only five now remain, and of these only one can be said to have a promising future.

1965 sees Brisbane faced with recommendations for immediate tramway abandonment. Always subject to political manoeuvres, the system is now more in danger than ever before; but the traditional intervention of politics might in this case act in the tramways' favour, against the advice of the consultants who have recommended closing down the tramways without any real suggestions as to replacement vehicles.

Physically the Brisbane system is in good condition, with a fair proportion of modern cars and generally well-maintained tracks. Fortunately the engineering side of the undertaking has



Brisbane car 461 inbound for the city, near the terminus of the now-closed Toowong line. If current proposals are accepted more routes in Brisbane could soon go the same way as this one.

Photo, B. Tooker

consistently tried to improve the cars and the tracks, irrespective of the changes of attitude of the administration. The "400" class cars, in particular, are well regarded by the public although basically they are no longer a modern design.

Assuming that abandonment, even if decided on, does not start to take effect for a year or so, the best hope for Brisbane lies in the new cars promised for Melbourne. Purchase of brand new trams for the southern capital must have a profound effect on transport thinking in the north, if only to show that it is not true that all tramways are on the way out. This together with the failure of abandonment in Sydney to overcome either financial problems or that of traffic congestion, will surely show the inadvisability of closing the Brisbane system.

Adelaide remains on the tramway roster with only one line, the interurban route to Glenelg. That this line has survived until now is surprising; how long it will continue is a matter for conjecture. It is hard to see expenditure being made a new rollingstock to replace the "H" cars, but these, although ageing, will be good for some years yet. On present indications, there seems no likelihood of the line closing, but a one-route system has inherent problems, and a move for abandonment would cause little surprise.

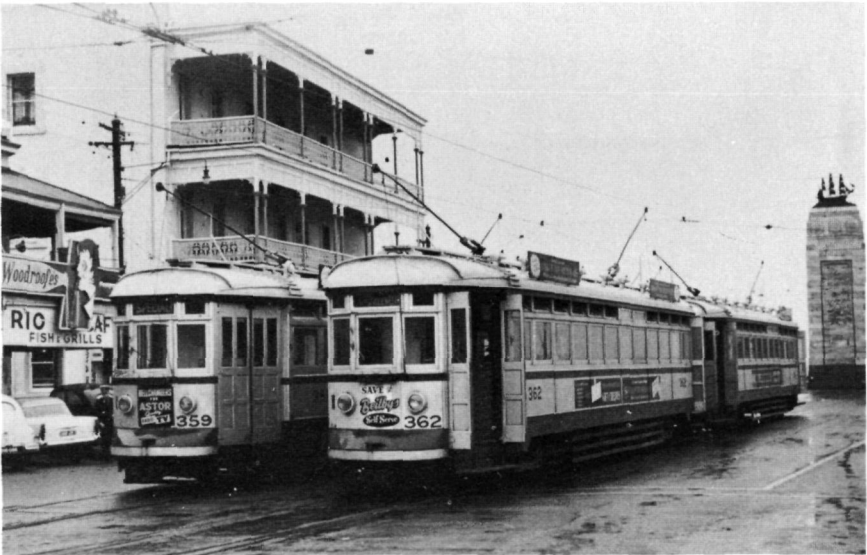
The Victorian provincial systems at Ballarat and Bendigo continue to operate, at a steady loss, untouched despite official closure announcements made over three years ago. Although well maintained the rollingstock of these systems makes them virtual "operating museums" and trackwork is receiving only minimal attention. Major capital expenditure cannot be justified, and Melbourne has no more suitable cast-off rollingstock to replace the present vintage collection.

From the efforts made at Bendigo to continue tram services during bridge reconstruction at Charing Cross, it seems the S. E. C. has no plans to go ahead with the closures; however the money spent on tracks for this and the Nolan Street bridge project cannot be expected to count for much if abandonment is reconsidered. In Sydney thousands of pounds were written off when newly relaid concreted tracks were abandoned, so that expenditure on new work is no indication of security.

The key to the continued existence of the two S. E. C. systems appears to be that there is insufficient revenue offering to



The ride around Lake Wendouree in Ballarat has always been one of Australia's most attractive. Bogie car 41 is seen here beside the lake, bound for Mount Pleasant. Photo, B. Tooker



Australia's last remaining multiple-unit tramcars: two sets of "H" cars at Glenelg terminus in Adelaide. Photo, B. Tooker



Bendigo bogie car No. 4 is on the outskirts of the city area as it heads out on the long run to Eaglehawk.

Photo, B. Tooker



Melbourne "W2" car 558 dives under the Fawcner railway as it makes its way through Royal Park, bound for West Coburg. Ultramodern cars very different from No. 558 may soon be gracing this attractive stretch of private right-of-way.

induce any bus operator to take over the services. If the trams were to stop running there would be no replacement services, and the S. E. C. and the Government are apparently not prepared to risk the public reaction to such a situation. A stalemate has been reached, and until it is broken, the trams will operate as before, to the pleasure of enthusiasts and the astonishment of everyone else.

Only in Melbourne do the tramways have an assured future. A relaying program is gradually eliminating substandard track and improved maintenance is giving a better standard of appearance to the rollingstock. Headways as low as four minutes off-peak, and the recent reduction in compulsory stops, combine to give fast and frequent services.

The most exciting development in Melbourne is of course the new cars for which plans are now being prepared. The system's greatest handicap is the obsolescent "W2" class, still easily the most numerous type of car and to many people their only idea of a tram. The introduction of really modern cars, even though few in number at first, should do much to improve the public image of trams, especially if the MMTB is bold enough to break away from its present green livery and adopt something more vivid such as red, blue or even yellow, colours which from overseas experience can be surprisingly effective on a tram. In any case the new cars will be technically far in advance of the present fleet and if travellers can be lured on board, they will have no doubts as to the capabilities of modern tramcars.

The logical development in Melbourne would appear to be the replacement of the "W2", "W3", "W4" and perhaps "W5" cars at first, with the retention of the present sliding door cars to cover the peak hours. When these cars eventually become due for retirement there would be good potential for an articulated design. It is possible of course that the cars now being designed will be articulated, but if the cars are to be used to their maximum, as is done with the "400" class in Brisbane, providing most day off-peak and night services, a conventional eight-wheel car would seem the more likely design. This would also avoid the added complication, to workshop and traffic staff alike, of introducing articulation at the same time as a host of other radical design changes.

This, then, is the Melbourne picture - new cars, new tracks and if not new routes, at least the possible undergrounding of some of them. Perhaps it is not too much to hope that Queensland is not so far distant from Victoria that news of these developments will yet reach the northern state.



SYDNEY TRAMS ARE BACK

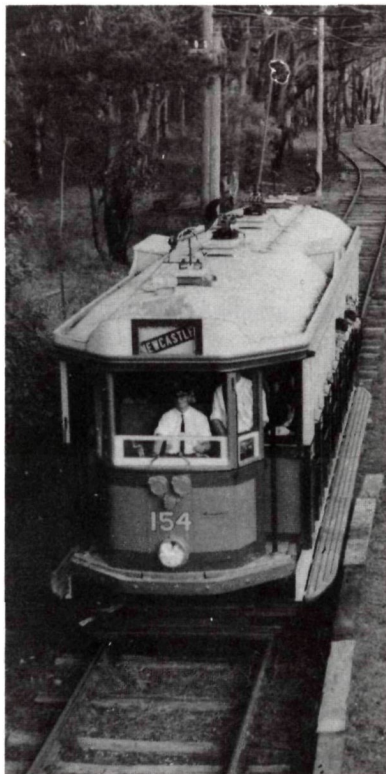
Remember when you could travel to work by public transport without wondering whether the next bus would be full up or not?

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.