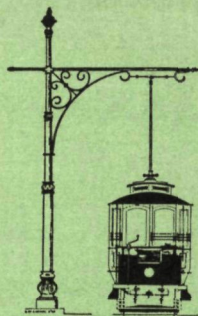


# TROLLEY WIRE

Magazine of the  
SOUTH PACIFIC ELECTRIC RAILWAY

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

TWENTY FIVE CENTS



FEBRUARY 1968



### CAR NEWS

R1740. The roof drains on this car have defied all previous attempts to clear them due to the number of angles in the downpipes. However, Bill Parkinson finally managed to clear them with the aid of a fire hose forced against the bottom of the pipes. The cause of the blockages? String and woollen waste.

L/P 154. The no. 1 end life guard is now operating satisfactorily again after Mike Giddey and Bob Merchant replaced two missing pins.

C 290. Bob Harvey repaired and replaced the broken grab rail on the no. 1 end platform and repaired a broken compressor lead.

N 728. On New Year's Day the car was lifted and the bogie removed for inspection. The following weekend saw the motor lifted in very cramped quarters and an inspection carried out. It was found that a washer had been jammed behind a motor nose suspension bearing to take up wear, probably during its last years as a drivers instruction car, resulting in uneven wear in both motor axle suspension bearings and uneven wear on the gears. The bearings have been taken out for remetalling and the Board has decided to have a new pinion made. The bogie is not one of the car's original set but is one from car 716.

### STEAM TOUR

Our next tour will be to Dungog on 25th February, using big steam power. Arrangements were still being finalised when TW went to press but full details will be forwarded by mail in due course.

### SPECIAL ANNOUNCEMENT

The Minister for Transport, Mr.M.A. Morris, will address the next meeting of the Society to be held on TUESDAY, 19th March. This meeting will be held in the Recreation Room, 11th Floor, Railway House, 19 York Street, Sydney. Access to the building is gained by the door marked "Private" next to the kiosk at the top of Wynyard escalators and the door will be opened from 6.30 pm. The meeting is expected to commence at 7.30 pm and all members are urged to be present and invite your friends, visitors are welcome.

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COVER PHOTO: Vienna 4239 (ex-Third Avenue 679) on display in Central Park Mall, Manhattan on 21st May, 1967 before being delivered to the Branford Trolley Museum.

Photo: Roger Arcara

# TROLLEY WIRE

New Series Vol. 9 No. 2

Issue No. 114

FEBRUARY 1968

**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. 2001.

Editor: R. I. MERCHANT

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\$1.75 per annum, post paid.

## NEW MEMBERS

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

Ronald Best	187
Edward Rosenau	188

The integrity of men is to be measured by their conduct, not by their professions.

## CENTURY II

Our second volume went to press on the 18th December, and first proofs have been checked and returned to the printers.

Due to the recent mail strike, we have decided to extend our prepublication offer for another fortnight. Orders at the prepublication price of \$5 will now be accepted up to 13th March. Send your order NOW!

## FIRE TENDER.

Vic Solomons has purchased a 1942 model Chevrolet 'blitz' truck for \$20 to be used as a museum bushfire tender. The vehicle had been fitted with a makeshift cab and an original type cab was purchased and fitted at Mal McAuley's home. The Museum's 150 gallon tank has been placed on the vehicle as a temporary measure but we are looking for a large capacity tank to fit to the vehicle permanently.

## South Pacific Electric Railway. **ACTIVITIES**

### OPEN DAY

Once again we were fortunate in having fine weather for our annual open house on Saturday, 9th December, and we were pleased to see present a number of members whom we haven't seen for quite a long while.

Stars for the afternoon were the E cars, 529 and 530, which made a number of runs from the highway to the depot platform. The runs made were in the nature of a trial as the cars were only operating on two motors and handbrakes. The airbraking on these cars was made operative the following day.

A most unusual operation was the use of flatcar 93u as a passenger trailer hauled by 99u for a couple of runs. All our tramway seats were placed crossbench style on the deck and passengers joined the car from the footboard of 0 car llll.

The F, D and railmotor, which do not see much operation, also made runs along the length of our line.

To transfer visitors to and from Sutherland we hired a 1939 Leyland double decker from the Engadine Bus Co. This bus was the 567th bus of the Government fleet and saw service from Burwood and North Sydney depots before being sold in August, 1960 to Willcox of Auburn. It was sold to Engadine in July, 1967.

During the afternoon we were visited by Vic Hayes' 1925 Albion two ton truck, a now familiar sight around the Museum, and his 1936 Dodge bus. Vic kindly supplied the bus details from the records of the Historic Commercial Vehicle Association.

At 7 o'clock we adjourned to the Loftus Community Hall for an excellent repast and viewed a screening of local and overseas railway and traction films.

Our thanks are due to Ken McCarthy and his father for the hire of the hall, Vic Solomons for the catering arrangements, Jim Powe for films and Joe Gill for thoughtfully providing a second projector.

### LITTLE BIRDS WHISPER

Little birds are telling us that if you are going to Brisbane or Victoria for your holidays, concentrate your photographing on Ballarat, Bendigo and Brisbane's south side. The trams in these areas may not be running next time you are there.



E cars 529 and 530 at the highway terminus during the Open Day trial run.



99u with flatcar 93u in tow returning from South terminus.

TRAMS MOVE IN NEW ZEALAND

On Sunday, 29th October, 1967 the Tramway Historical Society of Christchurch fired up their steam tram engine No. 7 for the first time in 17 years. Built in 1881 by Kitson and Co. of Leeds for the Canterbury Tramway Company of Christchurch, No. 7 is believed to be the oldest operating steam tram engine in the world. No. 7 was moved from storage at the Transport Board's workshops to the Society's recently completed depot at Ferrymead. The engine has been passed for operating at 125 lb per sq in. pressure, only 25 lb below the original full pressure.

The sparks flew at Auckland's Museum of Transport and Technology at Western Springs when Tramway Division members operated Auckland tram 235 (the "Queen Mary") under her own power for the first time on Friday evening, 24th November, 1967. The test runs were carried out exactly 65 years to the day after the first tram began running in 1902. and 253, former pride of the Auckland fleet because of her speed, was making the first trip in Auckland since December, 1956 when the tramway system closed.

CHRISTCHURCH AND AUCKLAND MUSEUMS TO OPEN

By the time these notes appear, the tramway museums at Auckland and Christchurch will have been officially opened.

The Tramway Division of the Museum of Transport and Technology at Western Springs, Auckland was expected to have the Mayor of Auckland take the controls of car 253 at 10.30 am on 16th December, 1967 and drive over the first completed section of the line. Following 253 would be Wellington 'Fiducia' type car 257 in close convoy. The Auckland Museum is laying track to the dual gauge of 4'8½" and 4'0" and will eventually operate cars from Auckland, Wellington and Wanganui, including former Sydney Baldwin steam motor 100 which went to Wanganui in 1914.

The Ferrymead Tramway of the Tramway Historical Society Inc. in Christchurch will open at 11 am on 6th January, 1968 over a quarter mile line. It is hoped that the General Manager of the Christchurch Transport Board will be available to perform this duty. Steam tram engine No. 7 hauling restored Christchurch doubledeck trailer 91 will provide passenger service. The Ferrymead collection includes a Stephenson horsecar of 1887 vintage and Dunedin 11, a Brill single truck saloon in addition to Christchurch cars. All cars have required extensive restoration and it is of interest that not one tramcar has been obtained in a condition ready to operate.

TROLLEYBUSES, AND STILL MORE TROLLEYBUSES!

Our New Zealand colleagues are not satisfied with preserving one or two examples of the "trackless trolley", there are now ten preserved by the Trans-Tasman museums.

Recently the Wellington Tramway Museum purchased the entire New Plymouth system, lock, stock and buses! For \$NZ7002 they acquired the three trolleybuses used in New Plymouth, all the installed overhead, spares, mechanical stores and a tower wagon which museum members used to dismantle the overhead wiring. Buses 1 and 2 will operate at Queen Elizabeth Park while No. 3 will go to the Tramway Historical Society at Christchurch. It is interesting to note that this vehicle is the first to be acquired by the Christchurch boys in fully operable condition.

The Auckland Regional Authority donated four trolleybuses to the three museums in a handover ceremony at the Museum of Transport and Technology on 25th November, 1967. The four buses, Auckland's first, were commissioned for a free service, operated for a large city store, on 19th December, 1938. The store also operated a free tram service for which special sidings were laid. Both tram and trolley services are now operated by standard ARA trolleybuses which are numbered from 5 to 133.

Of the four trolleybuses, which are numbered 1 to 4, two, nos. 1 and 3, will remain in Auckland with no. 2 going to Wellington and 4 to Christchurch.

Wellington also has Dunedin no. 1 and Christchurch has two from that city - 210 and 213, built in 1931.



A lineup of Museum and visiting commercial vehicles at the Museum on 9th December.

A TALE OF FOUR TROLLEYS

In 1956, Everett A. White of Lindhurst, New York, purchased two streetcars from the Brooklyn Surface Division of the New York City Transit Authority including the historic PCC car 1000 built in 1936 to be the only streetcar constructed by the Clark Equipment Company. This equipment, together with the last trolley to run on the Queensboro Bridge line and a 1918 vintage Brill car from Atlantic City, became the physical assets of the Trolley Museum of New York.

Lacking storage space, Everett was permitted to store his cars on Staten Island Rapid Transit tracks in the Baltimore and Ohio's St. George terminal yard. Recently the SIRT ordered that the cars be moved from their property. Arrangements were made to load them onto railway flatcars and shipped via the Jersey Central to Winslow Junction, ten miles from Laureldale in New Jersey where Everett owns ten acres of farmland.

Eventually the trolley laden flatcars were set off on a siding. The local press picked up the story and reported the project. The trucker arrived on time to avoid demurrage costs and PCC 1000 was loaded onto a lowbed trailer. On arrival at his farm Ev. was surprised and angered to find a hostile deputation waiting for him - the local police and a group of local citizens who just didn't want streetcars in their rural community. The building inspector, backed by the Mayor, told the discomfited White that local zoning ordinance would not permit it!

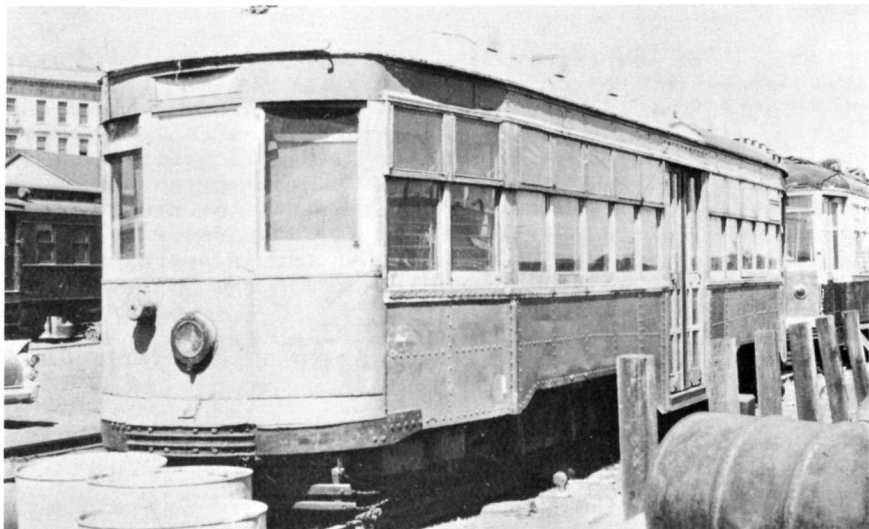
Although rails had already been laid on the property to receive the cars, the police ordered the truck, trailer and trolley to a parking area and threatened to arrest him if he put a streetcar on his land.

With demurrage charges piling up on the other flat-



The historic Clark-built PCC was delivered to the Brooklyn and Queens Transit Corporation in October, 1936. It is seen here in storage at St. George terminal.

Photo: Bill Molnar



8361, a 1925 Brill built Peter Witt, was one of the cars involved in the move to New Jersey. It was also operated by the Brooklyn and Queens Transit Authority.

Photo: Bill Molnar

cars waiting to be unloaded at the Junction, Everett was in a bit of a panic! He then recalled that the promoters of a new trolley museum being started at Tansboro, New Jersey, only fifteen miles west of Winslow Junction, had expressed interest in his cars even though their project was being built to the Pennsylvania wide gauge of 5' 2 $\frac{1}{4}$ ".

So, late as it was, at one o'clock in the morning Everett phoned the head of the museum group. Telling of his predicament, he begged for permission to ship his cars to Tansboro. Three hours later, at an emergency director's meeting, the group agreed, and even promised to aid in unloading the equipment but only on condition that the cars would be kept there permanently.

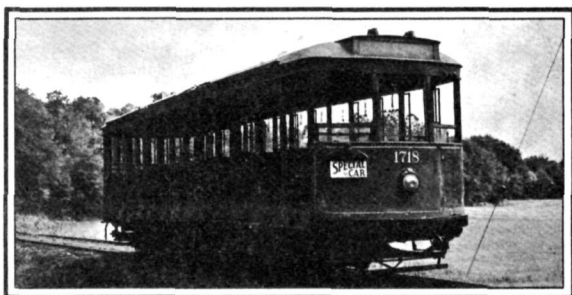
The museum, now known as Trolley Valhalla, is converting to dual gauge to accommodate the new acquisitions and operation was expected to begin at the end of 1967.

Editor's Note: In Sydney, many local councils will not permit tram bodies in their area. However, if the tram is on wheels and is capable of being moved it can be classed as a vehicle and it is possible to overcome objections in this way. A number of Sydney trams have escaped being broken up in this way and at least one of our members is well aware of the uproar people can cause if they don't approve of trams being stored in their area!

OPEN CAR FOR SALE

We are reproducing this advert. from the Magee Transportation Museum and it tells its own story. This particular car is surplus to the Museum's requirements and will be a good buy for another group as our U.S. friends depend on the open cars in their fleets to attract the riding public. This, of course, is the reason the twelve cars were bought from Rio in the first place. As far as we know, the Connecticut Electric Railway at Warehouse Point is the only other museum to have an ex-Rio car in operation at the present time.

## *A Moneymaker for Your Museum!*



The Magee Transportation Museum is accepting bids for the purchase of **Open Bench Summer Car No. 1718**, illustrated above.

This is one of the 12 cars brought to the United States in 1965 from the Rio de Janeiro Tramway, Light and Power Co. Reminiscent of the Mt. Lowe cars of P.E. and the fleets of New Jersey Public Service, this arch-roofed, double-truck car has four Westinghouse #306 CV 4 traction motors; Westinghouse air brake equipment; is standard gauge, fabricated in Rio from Brill and other components. With double end control and two-step "Narragansett" running board arrangement, this is one of the structurally more sound of the cars in the shipment.

Normal seating capacity is 65 paying passengers, and one of these cars carried 10,000 visitors at the Magee Museum during the summer season of 1967, Sundays only. If acquired during the winter, this car could be ready for the 1968 season with teamwork restoration. Open bench cars are demonstrated moneymakers . . . this car could pay for itself in one season. We suggest that, if necessary, prospective purchasers consider this car from the standpoint of an investment, and make financial arrangements with banking or other institutions.

Minimum bid will not be considered below costs represented in this car to date.

Address bids or correspondence to:

## **THE MAGEE TRANSPORTATION MUSEUM**

**BOX 150 • BLOOMSBURG, PA. 17815**

A TRAMCAR TRANSFER FROM THE AUGUST, 1909 WEEKLY NOTICE

This transfer of tramcars over the Sydney suburban railway system is from Sydney to St. Leonards and return, an operation which took place at frequent intervals to transfer cars to and from North Sydney. After the building of the Ryde Station line in 1914 with its railway connection, trams left the main system at this point rather than the Botany Road sidings. The connection at this latter point was from the tracks in Lee Street immediately south of the Darling Harbour goods railway overbridge.

### ARRANGEMENTS FOR CONVEYANCE OF TRAM CARS FROM SYDNEY TO ST. LEONARDS, AND VICE VERSA.

Sunday, August 15.

	<b>A 1</b> Motor No.101 and 4 cars. a.m.		<b>B 2</b> Motor No.101 and 4 cars. a.m.
SYDNEY (Botany Road Sidings) Dep.	2 30	St. LEONARDS .....Dep.	7 30
Illawarra Junction .....Arr.	2 39	Lindfield .....Arr.	8 0
Do. ....Dep.	2 42	Do. ....Dep.	8 8 <sup>132</sup>
Ashfield .....Pass	3 22	Hornsby .....Arr.	9 0
Strathfield ..... "	3 40	Do. ....Dep.	10 35
Hornsby .....Arr.	5 30	Beecroft .....Arr.	11 5
Do. ....Dep.	5 45	Do. ....Dep.	11 12 <sup>375</sup>
St. LEONARDS .....Arr.	7 10	Ryde ..... "	11 45
		Strathfield .....Pass	p.m. 12 30
		SYDNEY (Botany Road Sidings) Arr.	1 35

**A 1** Tram will cross from Botany Road Sidings to Down Illawarra Line at Redfern Tunnel, run on Down, Slow Line from Illawarra Junction to Ashfield, and on Down Fast Line from Ashfield to Strathfield.

**B 2** Tram will run on Up Fast Line from Strathfield, and cross to Botany Road Sidings at Redfern Tunnel.

Station Master, Sydney, to see that Botany Road Sidings are kept clear for the departure of **A 1** and arrival of **B 2**.

The speed of **A 1** Tram from Sydney to St. Leonards, and of **B 2** from St. Leonards to Sydney must not exceed a maximum of 12 miles per hour, and speed must be reduced to 4 miles per hour around curves, over all points and crossings, and through station yards.

As far as possible **A 1** must be kept clear of any Goods Trains running on the Main Suburban and North Coast Lines, but special attention must be given by all concerned, so as to ensure the best working being carried out, and in order to prevent unnecessary delays to Tram and Goods Trains.

Loco. Inspector, Eveleigh, will supply Pilot Driver for **A 1** and **B 2**, and Traffic Clerk, Sydney, will provide Guard.

Divisional Engineer will arrange for Permanent Way Ganger to be on duty at Hornsby for the passage of **A 1** and **B 2** Trams.

Block working to be "switched in" at St. Leonards for **A 1** and **B 2**, and at Beecroft for **B 2**, also at Chatswood and Pennant Hills if required to prevent any delay to trains.

Inspector Reeves to supervise the arrangements on North Coast and Milson's Point Lines, in connection with **A 1** and **B 2**.

A NEW YORKER COMES HOME

On 6th May, 1967 a large red and white double trucked lightweight tramcar was lowered onto a pier in New York harbour, returned to its home city after an absence of eighteen years.

Destined for the Branford Electric Railway Association's trolley museum in Connecticut, the car fills a significant gap in Branford's New York street car collection - an example of the distinctive homemade steel lightweight cars typifying the Third Avenue Railway System in the 1940's.

335 of these lightweight cars were constructed in the company's shops using some reclaimed parts from old wooden cars. This class of car last saw service on the Yonkers Railroad, a Third Avenue subsidiary which ended trolley service in November, 1952.

After the abandonment of streetcar services in Manhattan, forty of these cars were sent to Vienna, Austria in 1949 as part of the Marshall Aid Plan assistance to war devastated Europe. Other cars were sold to Lima in Peru;

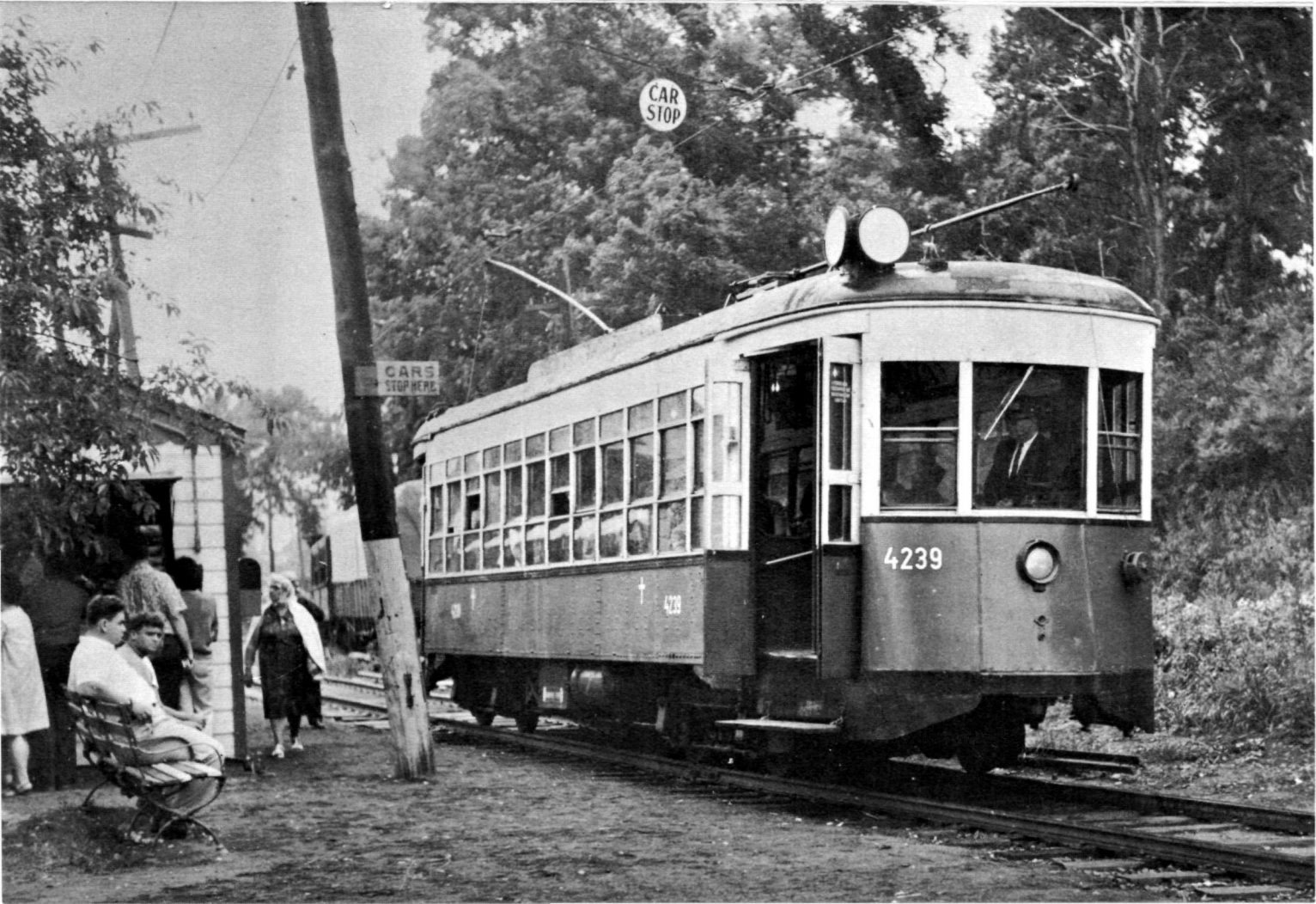


4239 open for inspection in New York's Central Park on 21st May, 1967.

Photo: Roger Arcara

OPPOSITE: A long way from Vienna but only 80 miles from its original home in New York, 4239 stands at the Farm River Road Station on Branford's main line, while passengers purchase souvenirs from the gift shop. The white circular gadget on the car roof is a route indicator.

Photo: Roger Arcara



CAR  
STOP

CARS  
STOP HERE

4239

4239

Bombay, India and San Paulo, Brazil. The Branford Museum was passing through a difficult financial stage at this period of its development and had to forgo preservation of an example of these homebuilt cars.

In 1965 a museum member returned from a European posting with detailed information on the condition and future of the Vienna cars, with the result that an approach was made to the Wiener Stadtwerke Verkehrsbetriebe (Vienna Municipal Transport) to obtain one for the museum as the cars were being gradually retired from service.

The Austrian Consulate in New York was approached and friends in Europe consulted, resulting in Strassenbahnwagen number 4239, a Z class car which had received a major overhaul in 1965, being donated by the City of Vienna. Considerable assistance was also received from the Austrian Government.

Car 4239 carried the number 679 in the Third Avenue fleet, being one of the last group of 58 cars built by the TARS in 1939. These cars became the last conventional tramcars to be built in the U.S.A. After its arrival in New York the car was stored in the Coney Island workshops of the New York City Transit Authority. On 21st May, 1967, 4239 was transported to Central Park in Manhattan where, decorated with bunting and flags, it was officially presented



679 alias 4239 standing at Branford's East Haven terminus in September, 1967. The terminus is reached by crossing the East Haven River on a trestle which is immediately behind the car. 4239 is the youngest car in the Museum, being built three years after Brooklyn 1001, the world's first mass produced PCC car which is also in the Branford collection.

Photo: Roger Arcara

to Branford President, E.H. Watson by the Austrian Consul-General, Dr. H. Gleisner. The car was moved to Branford and unloaded on 22nd May. 4239 is now in operation on Branford's scenic right-of-way with trolley poles and retrievers in place of the centrally mounted pantograph used in Vienna.

Editor's Note: Late news just received indicates that 4239's New York number could be 629 and not 679. Apparently the question has arisen because of minor discrepancies between cars in the lower and higher 600 series and that Branford's car is 629. The real 679 was numbered 4208 in Vienna and is still in service there. Needless to say, a minor international investigation is taking place and the sources of information are being checked in the hope that the matter can be resolved.

--B.E.R.A. "Journal", "Modern Tramway"  
and "Railroad Magazine".

AH WELL...

"You know, when I see how this avenue's jammed,  
And how fenders crash and how tempers clash,  
And how traffic's outraced by the turtle's dash,  
I think it is best that the public be trammed.



Unloading ash ballast from Peter Macdonald's utility during track upgrading.

BACK PAGE: The present summer weather brings back fond memories of the many tram services operated to Sydney's beaches. Our photo shows R1 2068, packed with a beach bound Saturday crowd, skirting parklands on its way to the terminus on the promenade at Balmoral.

Photo: Barry Tooker

