

TROLLEY WIRE REVIEW

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NEXT GENERAL MEETING.

The next General Meeting will be held on *13 Dec 1956* at 8.00 p.m. at the Devonshire Street Railways Institute.

FAN TRIP.

During the quarter a fan trip was held in K-class No. 1296, and covered the Coogee, Clovelly, Maroubra, La Perouse, Daceyville and Botany lines. The tour was a financial success, resulting in a profit of £27.16.0. Those who rode the car will agree that it was one of the most 'adventurous' and entertaining ever held. Much valuable experience was obtained on the mechanical operation of this type of car, a lesson to our future mechanics.

OUR NEW RAILWAY

New South Wales will shortly be seeing the name of a new railway. At the last General Meeting the Executive's recommendation that the name be "South Pacific Electric Railway" was endorsed by the members present after an explanation was given as to the reason why this name was chosen out of the many combinations that could have been used.

POINTS SYSTEM.

The Executive, at its last meeting, adopted in principle, the introduction of a points system whereby points will be given for time actually spent working on the site, work away from the site but associated with the Museum, and money donated. As yet nothing has been finalised, but the reason behind the introduction of this system is to safeguard the interests of those persons who joined the organisation in its infancy, worked hard to achieve success, and having established the Museum in firm position, should not be robbed of the 'glamor' positions when the cars are rolling. Such positions will be given according to the number of points a member has marked up in the records.

REVISED CONSTITUTION.

At present, the constitution is being revised, and notice of motion of amendments will be placed before the next General Meeting in December. After final decision on the amendments the constitution will be reprinted and issued to members when ready for distribution.

SUMMARY OF OUR FIRST TWELVE MONTHS

The Museum was founded on September 1, 1955, with the objective of preserving equipment and rolling stock which would be representative of past and present crew of Australia's electric transport systems, and so enable equipment with historical significance to be preserved for posterity.

For several reasons, it was necessary to give the Commissioner for Government Transport an undertaking that all vehicles would be removed from his property by February, 1957. We immediately started our search for a property. At first we thought we had found the ideal site in the Transport Department's former Spit-Seaforth right-of-way, only to find at the last minute that an expressway would eventually cut across the centre.

Next on the list was an existing but not used private railway running between Toongabbie and Prospect. An application was made to the company but was rejected after a lengthy delay.

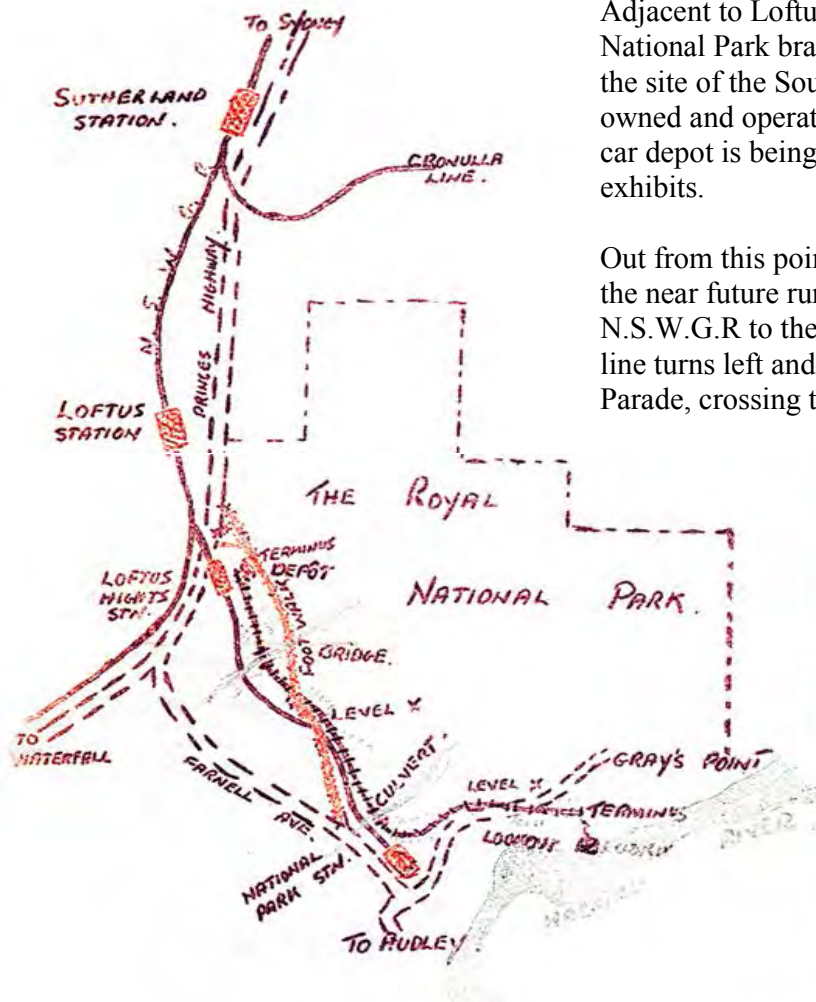
Our attention was then drawn to the N.S.W.G.R. former location of the Illawarra line near Helensburgh. Another application was sent off, and after a delay of two months the Railway Department discovered that the tunnel in the centre of the property had been leased to mushroom growers.

At this stage, the year had reached May, and still we had no site, so, we had another try for the Toongabbie site, with a second choice of the Company's Richmond line, but all to no avail.

The next move was an application to the Royal National Park Trust concurrent with a further application to the Railways Department for a lease of the disused Wolli Creek exchange sidings. A further two sites were being investigated, namely Oatley and Picton, but in the meantime a favourable reply was received from the Trust.

An interview was arranged with Mr. Prince, Manager for the National Park Trust, early in August, at which he informed the Executive to the effect that the Trust had approved of our application for a 1-1/4 mile electrified railway.

Notification was sent to all interested authorities, and work commenced immediately on the construction of the depot building. Bulldozers and other mechanical equipment were employed in clearing and levelling the area. A firm of carrying contractors have been engaged to carry out contracting work for the Museum, and a considerable amount of material has already been delivered to the site. The car shed will be completed during January, and the cars are to be moved onto the site during the early part of February.



Adjacent to Loftus Heights platform on the National Park branch line of the N.S.W.G.R. is the site of the South Pacific Electric Railway, owned and operated by the A.E.T.M. Here a 12-car depot is being constructed to house the exhibits.

Out from this point an electric line is to be built in the near future running almost parallel to the N.S.W.G.R. to the National Park station. Here the line turns left and runs along side Florence Parade, crossing the road to terminate on the

heights overlooking the Hacking River, 1-1/4 miles distant.

The museum site can be reached by car along Princes Highway to the Sydney side of the level crossing. Here a road turns off into the park and runs along side the Museum's buildings.

The site may also be reached by electric train to Loftus Heights platform.

FINANCE.

Members will appreciate that a project such as ours requires a large amount of money. With a couple of exceptions, donations and loans have not been up to expectations, and the Executive takes this opportunity to ask each member to give the matter his utmost consideration, and see if he can make a loan or donation of, say £5, £10 or £20.

This may seem a large amount to ask for, but when the high cost of building materials, transportation of materials to the site, and the many other incidentals are taken into account, it will be readily seen that if the Museum is to be a success, loans and donations must be forthcoming.

If each member made a loan of £10 to the Museum, we would get in well over £250, and this would go a long way towards deferring our expenses.

The amount of timber required for the sides and ends of the car shed alone costs over £60 and ballast for the shed floor will be over £30, apart from the host of other materials required to complete the building.

Executive Officers to date have contributed well over £100 – what can you do?

WORK ON THE SITE.

Apart from finances, manual labour is also necessary to ensure the success of the venture. So far the average attendance of members has been reasonable, but far from what it could be.

The Executive between them have tallied up 270 working hours, as against 222 hours for the remaining members. These figures are quoted as an indication of what is being done in the Museum, and whilst it is appreciated that it is impossible for some members to attend regularly, on the other hand, it is felt that other members could show greater enthusiasm towards the project.

For the convenience of members who wish to know when working days are planned, arrangements have been made to phone the General Manager on any Thursday between the hours of 12 Noon and 12.30 p.m., when the information will be given (FF-2073), or if more convenient, any other Officer will be glad to give information.

The working hours on the site are normally every Sunday, 9.00 a.m. to 5.30 p.m. Bring your own cup and cut lunch for preference. It is possible to buy eats at Sutherland if preferred. Tea, sugar and milk provided by the Museum. There is no need to bring any tools or other equipment, all items being provided.

APPRECIATION.

The Executive Officers and members of the Australian Electric Transport Museum wish to extend to the Board of the Royal National Park Trust our sincere appreciation of its approval of the Museum's scheme to establish an operating site within the Trust's park.

We trust that within the term of our lease, the railway will prove to be an added attraction to this beautiful area of natural bushland, and judging *[by]* our American counterparts, this should eventuate.

Once again, our thanks are directed towards an Australian transit authority, only this time, further afield to the Metropolitan Tramways Trust of Adelaide. The General Manager of the Trust, M. J. Keynes, recently made an offer to the Museum of six electric cars in working order, being A-1, E1-111, D-192, F1-264, H-380 and H1-381.

We feel that Mr. Keynes gesture of offering Adelaide's first electric car (A class No, 1) should not pass without mention, and the Museum would be honoured to preserve this car on behalf of the citizens of Adelaide.

Recently the President of the A.E.T.M., M/ Ronald E. Murray, paid an official visit to the Brisbane City Council Transport department and had an interview with that Department's Senior Executive Officer. Mr. Murray's visit was directed towards informing the B.C.C. of the museum's most recent developments, and as a result he was informed the Department was sympathetic towards our aims and objectives. We feel that future negotiations will place the Museum on the same footing with the B.C.C. as with the Department of Government Transport in New South Wales and the Metropolitan Tramways Trust in Adelaide.

The Museum Executive would like to thank Mr. John Radcliffe for his effort in connection with the recent offer from the M.T.T.

MEMBERSHIP.

The President, Mr. Ronald E. Murray, wished to draw attention of all members to the necessity for increasing the Museum's membership during the coming quarter.

The works programme for the next six months requires a larger work force. Following on from the completion of the car shed early January, comes the task of laying 400 yards of track together with ballasting, etc. Early February will see the removal of all cars from the G.G.T's property, and once having the cars on the site, a large amount of rehabilitation work will have to be carried out.

ANOTHER FAN TRIP.

The final fan trip in K class 1296, will be held during the coming quarter, covering the Southern and Western lines. Members will be further notified as to the date.