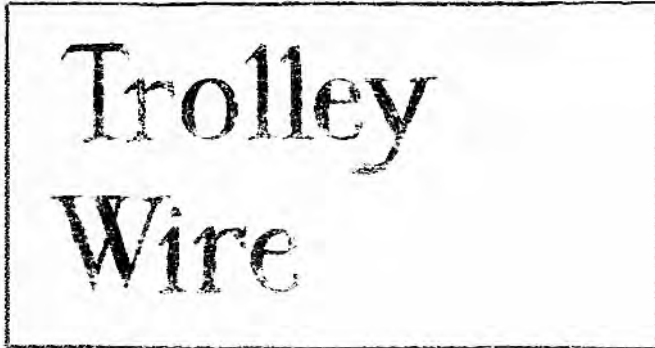


See page 3 for details of a new publication.....



FEBRUARY 1962
New Series. Vol.3 No.2
Issue number 78

SOUTH PACIFIC
ELECTRIC RAILWAY
CO-OPERATIVE
LIMITED
Box 103 G.P.O. Sydney
N.S.W.

GENERAL MEETING FOR MARCH. The next general meeting of this Society will be held in room 3 of the Railway Institute, Devonshire Street, Sydney at 8p.m. on Friday March 2nd. 1962.

The business for this evening will entail the planning of the next tour, and the explanation of proposed insurance schemes. A short movie of the former Watsons Bay tramline as well as colour slides dealing with the opening of our museum will be screened. All shareholders are invited to attend.

MUSEUM PUBLISHING DEPARTMENT. Since the formation of this museum, the Board of Directors have been of the opinion that its aims would only be partially carried out if this body could not record and publish the results of relevant research. A museum must do more than just display static exhibits which move only when they are dusted.

Accordingly at the last Board Meeting of 4th February last, the South Pacific Electric Railway Co-operative Society Limited Publishing Department was established under the direction of Messrs. Chinn, McCarthy and Merchant, with Mr. L. Gordon, the Society's Financial Director taking charge of the new Department's books. Details of this Department's first major publication appears on page 3.

NEW SHAREHOLDERS. The Board of Directors and Shareholders welcome the the latest additions to the museum group:

No. 85

R. Cannan;

No. 86

R. Lea.

PURCHASE OF TRUCK. During January, a 1941 Chevrolet 2 ton truck was acquired by the museum, for use around the depot area. The arrival of this vehicle has brought about the dawning of a new era, comparable with the recovery of the tramway horses at the end of the Great Epizootic Disease of 1872, when 2,250 horses in Philadelphia alone died within three weeks, resulting in men having to haul the tramcars. Our new truck has enabled our two-legged “horses” to be retired thus enabling them to exert their energies in more productive phases of preservation. The truck enables the cars to be hauled out of the depot and shunted around the depot yard with very little effort.

All shareholders must note that only authorised members are allowed to drive the abovementioned vehicle.

TEN YEARS OF “TROLLEY WIRE” PUBLICATION. During February 1952, the first issue of “Trolley Wire” appeared for the Sydney Branch of the Australian Electric Traction Association. The publication (old series) carried out the same task for the A.E.T.A. as it is now doing for the museum, that of circulating local news to all members, a task which would keep the secretary more than busy if attempted along the usual channels.

The magazine flourished in its original role between 1952 and 1955 under the control of the Sydney Branch of the A.E.T.A., the last issue appearing during December 1955, when their official magazine achieved on time publication. The “Trolley Wire” did not die however, but changed ownership and appeared as a quarterly news sheet for the museum. This month sees the 78th issue, and to mark the passage of its first decade we have enclosed page 1 of the first three page edition with this issue.

For the time being this news sheet will continue in its present form, however the Publishing Department feels that if membership continues to grow a more substantial publication may be possible in the distant future.

The first publication of the S.P.E.R. Publishing Department is ready to go to press. This work is entitled:

“ A CENTURY OF NEW SOUTH WALES TRAMCARS “

Volume 1
THE ELECTRIC ERA 1890 TO 1903

By Norm Chinn and Ken McCarthy

Cloth Bound Over 90 pages
30 rare photos pages 9' x 6"
3 maps and diagrams

To be printed on finest art paper

This, and following volumes will be produced in a very limited number
AS A COLLECTOR'S SUBSCRIPTION EDITION
ONLY

All copies will be numbered and autographed by the authors. Copies will be issued in rotation of the receipt of orders. Offer closes 30th April 1962.

The cost will be 30/- (post free). Cheques to be made payable to The South Pacific Electric Railway Co-Op Limited and forwarded to the Financial Director, Box 103 G.P.O. SYDNEY N.S.W.

NOTE—All orders to show clearly your name and address.
THIS IS STRICTLY A LIMITED EDITION AND WILL NOT BE REPEATED
Distribution is planned for Aug 1962

INSURANCE POLICIES. At the last Board Meeting, the Directors ruled that in future all Directors and Supervisors will be required to take out a “personal Liability – Public Risk” policy for a coverage of £20,000. The Museum will finalize the necessary formalities and then bill each relevant member for half the premium.

All members engaged in the work force will be required to take out a form of risk policy, the details of which will be discussed and announced at a later date.

THIRTY FIVE HOURS WORK PER QUARTER. As all members are aware at the present stage of development the museum has not enough outstanding tasks to enable every member to be included in the current work force. Members are engaged in the work force from time to time depending on the member’s ability to handle the job in hand and the safety factors governing the number of workers which can perform the job in the working space available. As a measuring rod for future eligibility in joining the work force a stipulation will be that members must be prepared to work in the depot property for a minimum of 35 hours every three months. This quota will be revised from time to time and adjusted to suit supply and demand. The present policy of changing membership of the work party from time to time, to enable all working shareholders a chance to work in the museum, will be continued. Country members will be exempted from this 35 hour quota. All members are invited to visit their museum on the first Sunday of each month.

CAR BUILDING PROGRAMME. The car building programme for 1962 was recently formulated as follows:- “N”, “K” and “D” cars in that order. This selection was based on the principle of comparing cars needed for future operation against their present stage of restoration. It is felt that these vehicles can be outshopped in “as new” condition ready for late 1962 operation. In addition to minor reconstruction, such as window pane fitment will be carried out on “F” 393 as it nears the end of its current repainting job.

ADDITIONAL AMENITIES. With the recent installation of an electric range in the museum amenities block, full facilities are now available for meal preparation.

The Trolley Wire

Vol 1, No 1.

February 1962.

Supplement to issue number 78. ----- February 1962.

SYDNEY : Four "P" class cars are being fitted at Randwick Workshops with "R1" type braking equipment.

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. 2

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.

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

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

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

"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 who recently received six "D" cars from Newtown Depot to relieve their present car shortage.

RETAIN, MODERNIZE & EXTEND THE TRAMWAYS.

Page 1.

Comments on the above--February 1962.

1. New service stock programme launched in 1952, produced two single truck scrubber cars, ex "K" cars; four bogie breakdown cars, ex "D" cars; and one weed killing trailer, built from "D" and "R1" parts. The two scrubber cars are now operating in Melbourne.
