

Trolley Wire

APRIL 1962
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SOUTH PACIFIC ELECTRIC
RAILWAY CO-OPERATIVE
LIMITED.

Box 103 G.P.O. SYDNEY
N.S.W.

ANNUAL GENERAL MEETING ----- FRIDAY 1st JUNE 1962.

The third annual meeting of the South Pacific Electric Railway Co-operative Society Limited will be held at 8pm Friday 1st June 1962 at the Railway Institute, Devonshire Street Sydney.

Notice is hereby given to all shareholders to be in attendance in order to participate in the election of directors for the next two years.

Any shareholder wishing to stand for election for position of director should satisfy the following requirements:

1. He must be a financial member with all current museum financial requirements fully settled;
2. He must hold at least six shares, fully paid up in the Society.
3. He must lodge a nomination form with the secretary by Friday 11th May 1962, bearing his own signature as well as those of a nominator and seconder, both of whom must satisfy the requirements of part 1. above.
4. He must be prepared to stand for any position on the Board.

The directors retiring in accordance with the rules of the Society are Messrs. L. Gordon, K. McCarthy and W. Tuffnell, all of whom offer themselves for re-election.

Shareholders unable to attend this June Annual General Meeting are reminded that the rules of Co-Operative Societies demand that a written apology be tendered to the secretary beforehand.

NEW SHAREHOLDER. The Board of Directors and Shareholders welcome the latest addition to this museum group.

No. 87

Robert Mc. Laren.

RISE IN MINIMUM NUMBER OF SHARES FOR JOINING SOCIETY.

At its last meeting the Board decided that as from 1st April 1962 new members will be required to purchase five £1 shares when admitted to membership. This will be in addition to the present small annual management fee.

FUTURE MEETINGS FOR 1962. In addition to the Annual General Meeting to be held on 1st June, Ordinary General Meetings will be held by this Society at the Railway Institute at 8pm on Friday 7th September and Friday 14th December.

NEW SOCIETY YEAR.

The 1st April ushered in a new financial year for the Museum. 1961-62 was a notable one. The museum was officially opened, an additional four cars were added to our roster, the depot building was completed and the financial turn over was a record of approximately £3,000.

The 1962-63 year promises to be even more spectacular. A meeting of supervisors held on Sunday 25th March discussed the policy for the new year, and their dynamic work programme will be released in the next edition of this news sheet.

READ THIS MAGAZINE !!!!! The attention of all members is drawn to the fact the rules of our Society direct that any new by-law or announcements need only to be published in this news sheet, and need not be circularized in individual letters to each member to become law.

So PLEASE READ THIS MAGAZINE !

SUBSCRIPTIONS CLOSE ON APRIL 30th (for Australians)

For -----

“A CENTURY OF NEW SOUTH WALES TRAMCARS”
Volume 1, THE ELECTRIC ERA . 1890 TO 1903.

This cloth bound, 9' x 6' book, to
be distributed by August 1962, is
being published by the S.P.E.R.
publishing department. Over 33 rare
photos, as well as three diagrams
will be printed on finest art
paper. -----

By N. Chinn and K. McCarthy.

Send your 30/- cheque to the Financial Director, S.P.E.R.
Box 103 G.P.O. Sydney and make payable to the South Pacific
Electric Railway Co-Operative Society Limited.

THE BOOK IS BEING DISTRIBUTED AS A LIMITED SUBSCRIPTION
EDITION ONLY ---- 100 PAGES.

Overseas subscriptions close one month later than the above date.

NOTE --- All orders must show the subscribers name and address clearly

PEN FRIEND WANTED ---- WISHES TO TRADE COLOUR SLIDES.

Ed. Mc.Lachlan of P.O. Box 942, FORT WORTH Texas U.S.A.
is an American rail fan who wishes to exchange or buy 35mm colour slides
of Australian rail vehicles. He would prefer rail subjects of a “Vintage”
nature; for example, steam trains. As electric operated freight lines as well
as the El Paso tramways still operate in Texas, members interested in
corresponding with Ed. should be well rewarded.

KANGAROO VALLEY INVADED.

Owing to the kind gesture of a Kangaroo Valley resident, a party of museum members were given permission to remove a limited number of parts from the “K” and “E” class bodies standing in a saw mill yard. Accordingly a half dozen car loads of members “invaded” the valley on Sunday 25th March and were able to remove a choice quantity of spare parts for our preserved “E” and “K” cars. These included “hard to get” roof ventilators, seat ends, advert. Racks, sliding doors, step plates etc. as well as vintage interior adverts which will certainly add to the historical atmosphere when displayed in our restored cars.

SOCIETY TOUR FOR 1962.

Later this year the Society intends holding a rail motor – omnibus tour of the Newcastle district, The bus will cover all former tram routes in that city while the itinerary will include inspections of several “L/P” cars which once operated over that city’s lines.

ADDITIONAL TRAMCARS FOR PRESERVATION.

Several steel fabrication firms have submitted designs to fit in with our ultimate plans of reconstructing the present timber framed, steel sheeted depot building, with a steel truss, brick walled structure. Their plans have revealed that with this form of construction five depot tracks could be fitted in the present depot area. This will enable three more tramcars (in addition to Brisbane 180) to be preserved under covered storage. These trams are at present stored off the property for the Museum.

The Board hopes to announce, later this year, details of a long term programme which will enable our present depot to be replaced, panel by panel, by the new construction.

“D” CAR DONATED TO MUSEUM.

Car 102 “D” (134 “S”) which arrived at our museum depot last August has been officially handed over to our Society. This car was purchased from the Department of Government Transport by members P. Parker and T. Glenn who generously handed the tram to the museum on 4th March 1962. When our Society learnt that the remaining old four wheel “California” cars of the “D” class were all for sale and one would not be donated to us for preservation, the Board reluctantly decided that the cost would prevent us from preserving on of these vehicles. However, because of the generous gesture of P. Parker and T. Glenn, this car, which was available for service during the first week of electric operation in Sydney during December 1899 as well as during the last week of operation in February 1961, has been preserved.

TRACK EXTENSIONS AND ASSOCIATED CONSTRUCTION.

During March 1962 the road bed of the single track main line was extended a further 75 yards and sleepers were laid down ready for track laying. This latest extension will bring our route “yardage” to 250 yards and track length to approximately 550 yards. Work is nearing completion on a two car raised tramway waiting platform on this extension. This will convert the southern end of the present electric railway platform into an island one with electric trains on one side and our tramcars on the other. Side bracket overhead wire suspension is to be employed on the extension.

READ PAGE THREE FOR FINAL DETAILS OF-----

“A CENTURY OF NEW SOUTH WALES TRAMCARS”.

CAR 180 FROM BRISBANE.

As a result of a discussion held last General Meeting of March 2nd, the Board has decided to accept delivery of our Brisbane maximum traction, end loading saloon car, number 180, by 31st August 1962. This car was generously donated to this museum by the Brisbane City Council Transport Department during 1958, and since then has been in covered storage on BCC premises.

The decision to take delivery of this car has placed a new museum work programme in motion, which will enable car 180 to enter covered storage on arrival at the museum depot in August. This covered space is at present occupied by our rotary converter and switch gear.

Work recommenced early in March on the sub-station building construction with the digging of drains from the station pit. At the time of writing the bricking of this pit is nearing completion.

The sub-station building, the foundations of which were set late last year, will consist of brick walls and corrugated fibre roof. The floor area of the building will allow for the installation of duplicate electrical apparatus at a later date.

To enable the substation building to be completed, the rotary converter to be removed from the rear of number 4 road in our depot and car 180 to be delivered, the Board, at the suggestion of the March General Meeting, has decided to all a £5 levy on all members payable not later than 30th June 1962.

VISITORS' DAYS.

Owing to the growing volume of visitors inspecting our exhibits on the first Sunday of each month, the Board has decided to appoint supervisors for these open days. A roster of Supervisors now appears on the depot notice board. The Supervisor for each day will have the power to direct any member present to act as a guide. No visitor must enter the depot unaccompanied by a guide and all parties must follow a set inspection path. The rear of the building is out of bounds to all visitors.