

# Trolley Wire

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SOUTH PACIFIC ELECTRIC  
RAILWAY CO-OPERATIVE  
LIMITED.  
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N.S.W.

## PROPOSED TOUR FOR 1962.

Arrangements are now being finalized for the 1962 society outing to be held on Sunday 15th July on the Unanderra – Mossvale railway line. Our party plans to depart from Sutherland Station in a rail motor and transfer to a single carriage steam train at Port Kembla. This short train will be hauled by an ex Public Works Dept. loco., and will journey up the scenic Unanderra –Mossvale line as far as the Robinson area. The rail motor will depart Sutherland around 1 p.m., returning just after dusk.

Remember --- space on this tour will be very limited, so interested members should contact the secretary, Mr. C. Woodside immediately enquiring about departure time and fares.

## TRAMWAY WAITING SEATS.

Three tramway waiting seats, once used by intending passengers on the Sutherland-Cronulla steam tramway have arrived at our museum. Over the past 30 years since the tramway closed, these seats remained at Cronulla slowly deteriorating. Negotiations with the Department of Govt. Transport and the Sutherland Shire Council revealed that neither body owned the seats and would raise no objection to them being preserved by us. In the near future these three items will be restored to original condition and put to good use in the depot yard.

## A CENTURY OF NEW SOUTH WALES TRAMCARS, VOL 1.

The manuscript of this book is now in the hands of the printer and all who subscribed to this work should receive their copy as planned in August. Work is progressing on the preparation of Vol 2.

NEW SHAREHOLDERS.

The Board of Directors and Shareholders welcome these latest additions to the museum group.

No. 88, Allan Stevenson

No. 89. Richard Parry

ANNUAL GENERAL MEETING.

A well attended annual meeting was held at The Railway Institute, Sydney on Friday 1st June 1962. Both the annual report as well as the annual balance sheet showed what a successful year the past 12 months has been for our society, while plans announced by the General Manager, Mr. N. Chinn revealed that 1962-63 will be even greater!

The three retiring directors, Messrs. Gordon, Tuffnell and McCarthy were returned to office for a further two years.

The meeting closed with colour films taken by Mr. N. Reed during the last weeks of the Sydney Tramways. A sequence taken from the fronts of tramcars in slow motion covering the tram journeys along the entire lengths of the Maroubra and la Perouse lines was most entertaining.

PRESERVED "O" CAR 1187 – NEWS AT LAST !

We have often lamented about the absence of news concerning Sydney "O" car 1187 which left Sydney for preservation at Glenwood, Oregon, U.S.A. Mr. Wal Jack of Ballarat has passed on some interesting news about the car which he recently received from Mr. John Radcliffe of Adelaide, at present in Oregon. Car 1187 has been repainted in colours fairly close to the Sydney green and cream style and is located at the Museum' property at Glenwood, 40 miles from Portland. The car is at present stored with a Key System articulated interurban unit, ex San Francisco, and a former Los Angeles car. The Society has sleepers and rails on site, as well as span poles in position, but it may be a year or two yet before 1187 is in active service again.

LEVY OF £5.

All members are reminded that the £5 levy, which was suggested at the March general meeting, is due at the close of this month. Members unable to pay this full amount at this stage are requested to contact the treasurer privately, so that he can budget on future donations.

### TRACK EXTENSIONS.

From time to time we have announced that negotiations for additional track and sleepers were nearing completion, however last minute hitches have prevented these plans from reaching fruition. However recent fresh negotiations have resulted in great successes. The Board is pleased to announce that 800 sleepers were received during the second and third weekends in May at a very minimal cost and that the Museum has been given permission to reclaim 800 yards of trackage and four points for our immediate track extensions. These items have also been finalized at a nominal cost, and about two-thirds of the trackage will be suitable for our reuse.

These welcomed items have been obtained due to members passing information of their observations onto the Board for their action. All members are reminded that as well as these valuable additions, such things as the spare parts from Kangaroo Valley, the Grey Street sub-station, and the depot fan (to quote a few) have only been obtained due to members sharing their confidences with their directors so that action could be taken.

### “O” CAR 1030.

A second “O” car, 1030, has been purchased for the museum by Mr. K. Martin. This car is at present stored off our property until covered storage can be made available.

### CAR PRESERVATION.

Paint has been bought to enable the interiors of “O” car 1111 and “F” car 393 to be painted. The damaged side panels on “C” 290 were replaced with new material during the Easter weekend.

Another Sydney Steam Tram Motor to be Preserved.

TRAMWAY MUSEUM SOCIETY – Crich, England.

We were pleased to read in the March 1962 issue of “Modern Tramway” that a Beyer Peacock steam tram motor, which was on trial in Sydney during 1886, is to re-enter tramway service again at the T.M.S. museum at Crich. This motor, a vertical boilered 0-4-0 (Builder’s no. 2464 of Wilkinson’s patent No. 47) operated for a week on the Sydney steam tramways, but owing to its healthy fuel consumption as compared with the popular Baldwin motors, it was withdrawn from traffic. “In and Around Sydney with the Steam Tram” (Book 1) reports that the motor was also employed on the Wollongong-Scarborough section of the Illawarra Railway during the year it was isolated from Sydney.

The motor returned to England in 1889 and became Beyer-Peacock’s shunter No. 2, in which role it continued until 1958. After this date the firm stored the tram engine with a view to later preservation and in 1960 the loco was offered to the Tramway Museum Society on “permanent loan”. The Beyer-Peacock Coy. will turn the wheels down to tramway contour flanges and the motor should return to tramway service at the museum next year. While in Sydney the motor carried no number, being known unofficially as “John Bull”.

Four Sydney steam motors have now been preserved:-

No. 1 At the Museum of Applied Arts and Sciences, Ultimo.

No. 100 At the Old Time Preservation Museum near Auckland.

No. 103 At Parramatta park.

“John Bull” At T.M.S. Crich.

MEMBERS INSURANCE.

From the 1st July 1962 all members attached to the work force will be required to take out accident insurance and all Directors and Supervisors will have to take out a policy covering them against, or indemnifying them from liability. Details and applications forms are available from the Secretary.