

Trolley Wire

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

MORE RAIL FOR MUSEUM. Large work parties of museum members are required at Randwick Tramway Workshops on the weekends of 25-26th August and 1st-2nd September to lift 822 yards of track (1,644 yards of rail) which has been made available to our museum at a nominal cost by the University of N.S.W. which now holds title to about one third of the old tramway property.

Because of the high cost of obtaining the services of the Randwick Gatekeeper for the four days, unless the whole job is completed within this period, the programme may be an economic failure. Work will start early each day and as many members as possible are requested to assemble at the Darley Road entrance at 7-30am.

The rail has been given us on the understanding that all will be removed. If every member can attend for two of the four days the task will be completed in time and at least one third of a mile of track extensions will be possible at our museum in the coming months.

SUB STATION BUILDING. The brickwork of the substation building together with interior cement rendering and flooring is now completed. When the roof is finally erected the rotary converter, now located in the depot building, at the rear of road 4, will be transferred to its permanent position. The first pole needed to carry the 600-volt feeder cables has been erected and work is about to commence on the excavations of a trench for the negative cable.

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

No. 90

Graham Ahern

RAIL TOUR TO SUMMIT TANK. Over 50 members and friends made good use of the clear warm winter's day on Sunday 29th July and participated in this Society's rail tour along the scenic Unanderra-Moss Vale line as far as Summit Tank. The party joined hired rail motor number 28 at the Museum platform, adjacent to our depot, at 12-25 pm and proceeded to Thirroul, where at 1-30pm our party transferred to a single coach suburb steam train consisting of "C" 30 loco 3136 (4-6-4 tank) and end platform car HFL 721. Almost to hours were allowed for the journey up the steep

slope of the Illawarra Range enabling many interesting photos to be taken. The train left Summit Tank at 4-13 pm reaching Thirroul at 5-24 pm where an exhausted but grateful party transferred back to the rail motor for a very swift trip back to Sutherland. Our thanks go to members Dale Budd for the efficient organization of the tour and to the crews of the rail motor and suburban steam train.

RAILWAY PLATFORM NOW IN OUR CARE. The platform on the Royal National Park electric branch railway of the N.S.W.G.R., adjacent to our museum, has been transferred to our care. The jurisdiction of this platform in the past was not clear. The park trust surmised that it was the concern of the NSWGR but research by our Society revealed that the Trust was indeed responsible for its upkeep. Our offer to maintain and operate the platform was gladly accepted by the Trust and handed to the museum during July.

DOES ANY MEMBERS WISH TO PRESERVE AN AERIAL ROPEWAY? During late July the Metropolitan Water Sewerage and Drainage Board invited tenders for the purchase of its ropeway which carried blue metal between McGanns Island and Warragamba Dam.

NEXT GENERAL MEETING. At 8 pm, Friday 7th September, this society will hold its general meeting, in Devonshire Railway Institute, Sydney. Member Ben Parle, will screen some selected reels from his movie collection. All shareholders are invited to attend.

BRISBANE CAR 180 ARRIVES IN SYDNEY. At the time of writing our Brisbane car, number 180, is due in Sydney on Thursday 16th August 1962. This car will not be delivered to our museum due to present space limitations. Instead the car will join "O" car 1030 on our sidings at the University of N.S.W. at Randwick. The University is to be gratefully thanked for their generosity in coming to our aid on this matter. Our thanks are also extended to members Kevin Martin for successfully negotiating this business.

See **page 5** for details of £30 cash donations required to finalize the expenses for this car transfer, ANY DONATION, LARGE OR SMALL, WILL BE WELCOMED.

ANOTHER "C" CAR PRESERVED. "C" car 95 is at present being restored in the Parramatta museum group's depot at Parramatta Park. With scrapping of the last "C" car 68, used as an office at Randwick, the peckham truck from this car was purchased during May 1962. The body of "C" 95, used as an outhouse since 1922, was obtained and the mating of the truck and the body has resulted in car returning to active duty again after a break 40 years.

MANY "C:" CARS NOW PRESERVED. The popularity of the pioneer "C" cars is reflected in the fact that five of their number are now preserved: - 290, 29, 11, 12, 95 built between 1896 and 1899 respectively.

A CENTURY OF NSW TRAMCARS Vol .1. The latest word from our printers reveal that our book is entering the final stages of production.

THE RAILWAY COMMITTEE. A Railway Committee came into being on August 1st 1962. This consists of supervisors, engineers and foremen and its rule is to assist the General Manager and Assistant General Manager in the operation and construction of the museum. The members appointed to the Committee are:

General Manager	– N. Chinn.	Assist. Gen. Manager	– R. Merchant.
Electrical Engr.	– K Charlton.	Mechanical Engr.	– R Clarke.
Ways & Works f/man	– V. Solomons.	Paintshop f/man	– E. Davies.
Overhead f/man	– D. Fairless.	F/man electrician	– C. Bartlett.
Carbuilder f/man	– Not appointed	Traffic sup.	– D. Greenwald.
Supervisor of exhibits	– R. Jackson.		

CABLE TRAILER PRESERVED. Acting on our report, the Museum of Applied Arts and Science concluded lengthy negotiations and took delivery of the single truck King Street saloon cable trailer which had been resting on its wheels at Cronulla for many decades. The actual loading of the car was both difficult and expensive, fences had to be removed, public thoroughfares closed and electricity wires dismantled, but the loading was concluded successfully during the week ending 16th June 1962. The number of the car and whether it was later used as an electric trailer has yet to be ascertained.

PUFFING BILLY OPERATES AGAIN. The Puffing Billy Society reopened the Belgrave-Menzies Creek section of the Glenbrook 2'6" gauge steam railway on Saturday 28th July 1962, when 700 people travelled on two trains operated over the line. As far as can be ascertained locos 6 and 7 (N)A (2-6-2 tank) together with compartmented and tourist bogie cars are handling the service.

The role of the Society seems to be to guarantee the VR against losses on this service and to carry out the semi-skilled maintenance work on the track and rolling stock. Our congratulations go out to the Society, not only because of their achievements in reconstructing what was a run down line, but also because of their victory over bureaucratic elements which, 8 years ago, could see no future for the line other than abandonment.

HOURS & POINT SCORE. TAKEN TO NEAREST WHOLE NUMBER.

Reg. No.	12 Months		Total	Reg. No.	12 Months		Total
	Hours	Points			Hours	Points	
1.	325	1673	4436	44.	NIL	NIL	55
2.	NIL	NIL	1213	45.	197	986	1262
3.	17	133	3105	46.	575	3271	5211
4.	58	284	896	47.	NIL	NIL	425
5.	69	778	2739	48.	NIL	NIL	25
6.	NIL	NIL	594	49.	311	1628	3432
7.	264	1343	2544	50.	NIL	NIL	NIL
8.	NIL	NIL	57	51.	660	3645	5563
9.	177	1446	2378	52.	49	296	669
10.	NIL	NIL	204	53.	NIL	95	145
11.	24	119	532	54.	71	555	1025
12.	143	778	1649	55.	38	190	190
13.	7	33	1316	56.	56	281	899
14.	172	869	1634	57.	NIL	NIL	NIL
15.	150	1429	4459	58.	259	1391	2261
16.	NIL	NIL	50	59.	54	268	603
17.	NIL	NIL	72	60.	301	1610	2137
18.	NIL	NIL	444	61.	111	595	1273
19.	537	2868	4937	62.	61	306	393
20.	392	2088	3908	63.	NIL	NIL	NIL
21.	353	1861	4179	64.	NIL	70	380
22.	NIL	NIL	250	65.	NIL	70	270
23.	NIL	NIL	131	66.	NIL	70	115
24.	543	3339	6051	67.	NIL	NIL	NIL
25.	142	728	1677	68.	257	1295	2245
26.	50	871	1811	69.	NIL	40	81
27.	81	466	1959	70.	NIL	NIL	NIL
28.	NIL	NIL	33	71.	NIL	NIL	NIL
29.	NIL	NIL	20	72.	NIL	NIL	NIL
30.	81	705	1987	73.	8	88	115
31.	NIL	NIL	NIL	74.	20	99	99
32.	NIL	NIL	NIL	75.	112	560	560
33.	NIL	NIL	23	76.	NIL	105	105
34.	167	835	1738	77.	6	40	40
35.	30	148	354	78.	NIL	NIL	NIL
36.	203	1032	2602	79.	NIL	NIL	NIL
37.	40	200	978	80.	NIL	163	163
38.	NIL	NIL	60	81.	8	38	38
39.	35	176	471	82.	346	1735	1735
40.	NIL	70	232	83.	139	693	693
41.	103	514	1296	84.	NIL	NIL	NIL
42.	407	2204	3242	85.	12	59	59
43.	398	1988	2762	86.	30	148	148

The total points listed above are for the period August 1956 to August 1962.

Total hours worked over the last 12 months amounted to 8,643, giving a grand total over the last six years of 19,818 hours. Points were also earned over the last 12 months for material donations – 2,321 points and cash donations – 3,793 points.

Total points over the past six years are : for material – 5,385 and cash – 13,923 points.

THE RAILWAY COMMITTEE. Will hold its next meeting in “R1” car 1979 at Randwick during the lunch break on Saturday 25th Aug.

COST OF TRANSPORTING BCC 180. We are still short of the required cartage costs entailed in transporting Brisbane car 180 southwards. Our goal for this 600 mile transfer is £140 and £30 is still required to finalize the account. The reason for this higher charge than expected was that Queensland regulations ordered that two trucks instead of one be used for this transfer. One for the body and one for the trucks.
