

# Trolley Wire

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SOUTH PACIFIC ELECTRIC  
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SOCIETY LIMITED.  
Box 103 G.P.O. SYDNEY

ANNUAL GENERAL MEETING. All members are reminded that our Annual General Meeting together with election of Directors, will be held at 8 pm Friday June 28th 1963, at the Devonshire Street Railway Institute, Sydney.

As this will be a "Shareholders only" night, members are requested to defer bringing along any guests until the next general meeting on 6th Sept.

INCLEMENT WEATHER. The past twelve weeks have resulted in three lengthy spells of wet soaking weather, which has hampered external work at the museum. Never the less there are several items of progress which warrant reports.

One important project initiated by the bad weather was the extension of the sub station drainage system. As a result of blocked gratings the existing absorption pit was incapable of handling the run off. In short time the work force extended drainage pipes beyond the absorption trench allowing the water to be disposed in a nearby creek.

This drainage water is not sullage but roof "run off".

ARE YOU A FINANCIAL MEMBER? Many subscriptions have fallen due over the last few months, with the result that outstanding dues now amount to almost £100. As you are all aware, our accounts operated close to the "red", so please send along that £3 to our Treasurer as soon as possible. He can use it!

A notification system explained on page 4 of this issue introduces a new "dues due" method.

### SUCCESSFUL MODEL EXHIBITION.

A new “HO” gauge model tramway system made its debut on the Museum’s behalf at the Kingsway Model Railway Exhibition at the Masonic Hall in Hurstville on 26th and 27th April. Without a doubt this model stand was the best of the 18 on display and members Laurie Gordon, Bob Merchant and Dale Budd are to be congratulated on the success of their effort.

Several model tramcars were operated over the two days and presented a splendid sight as they traversed routes passing through suburban streets as well as country “right of way”.

The bad weather seemed in the exhibition’s favour as at most times the hall was crowded and you can rest assured that the S.P.E.R. members present seized every opportunity of making spectators familiar with the aims and location of the museum.

### REPAINTING OF CARS.

Painting is now being concentrated on the interior of the “N” car 728. The ceiling is now receiving its finishing touches, a job which has been greatly facilitated by the wiring of a festoon of lights specially designed for interior car illuminations.

Adequate quantities of paint are now on hand to complete the restoration of the “F”, “N” and the weed burning trailer.

### INSURANCE POLICY.

Members of the work force are reminded that their accident insurance policies will fall due for renewal at the end of July.

### TRACK & LINESIDE DEVELOPMENTS.

Vic Solomons, the boss of the track laying gang, tells us that the distance between rail heads is now 750 feet. That is from the back wall of the depot to where the rails give way to dense bushland.

When you consider that about a quarter of this distance has four parallel tracks and the next quarter is duplicated you can approximately calculate how much tram track is now in position.

Another side bracket pole has been erected along the single track main line and the overhead crew expects two more poles to quickly follow as soon as the post holes dry out.

### SIGNAL BOX ERECTION.

The elevated frame for supporting the museum's signal box was completed during mid May. The original steel pedestal and ladder members were cut off at ground level when the structure was removed from Sydney. As a result a considerable amount of refabricating was needed before the frame could be re-erected at the Depot.

A crane will be engaged to lift the signal box into position as soon as enough lifting work at the depot falls due to make such a hiring economical.

### REBUILDING OF DEPOT.

The details of stage 1 of the Depot Rebuilding Scheme have been finalised for presentation to the Annual General Meeting. This stage entails the erection of a new brick front of one storey. This construction together with a reshuffle of car positions, will enable BCC 180 and "O" 1030 to enter the depot without laying any extra trackage.

“DUES DUE”.

Each month we intend printing three blocks in “Trolley Wire” (see below) and a cross in one of these blocks will tell you the state of your credit. If no cross appears, then you can spend any spare £3 you have at our book shop.

Your sub falls due in July.	Your sub is now overdue. Please settle as soon as possible.	Your sub falls due in Aug or Sept.
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PUBLISHING REPORT.

The material for “Maitland Tramway Ventures” book has now been completed, and work is progressing on a book dealing with the trams preserved in the S.P.E.R. museum.

These books will be released at a later date. Unfortunately no firm announcement of our plans for the near future can yet be drawn up until the financial aspects of “Book 1 – Century of N.S.W. Tramcars” is wound up.

“Vol. 2” of our Century series is progressing. This work will most probably deal with cars in the “H” to “O” class groups.

BOOK and GIFT SHOP.

Our book shop Manager, Clyde Woodside, is ever producing various “gems” on the first Sunday of each month at our museum depot.

He following items deserve special mention:-

“Preserved Cars of the Seashore Museum” USA-----12/6

“Tramway Twilight” UK-----29/6

“B&W post cards of SPER cars”-----1/6 ea,

“Coloured Post Cards of Seashore cars” set of 8-----12/-