

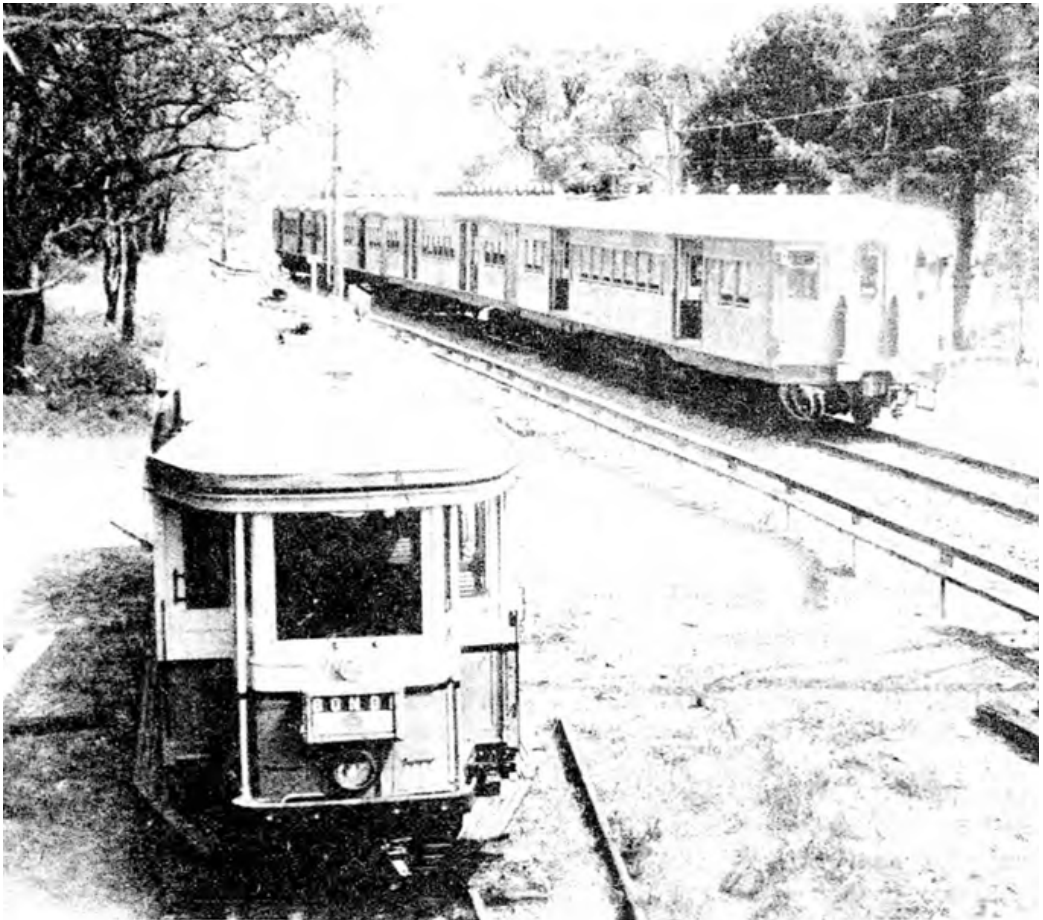
TROLLEY WIRE

Magazine of the
South Pacific
Electric Railway

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MEETING

A meeting of the Museum will be held in the Devonshire Street Railway Institute on Friday, 6 the September, commencing at 8 pm. Films will be shown after the close of business, and visitor will be welcome.

NEW MEMBERS

The Board and Shareholders welcome David Fox and Richard Jones as new members 93 and 94 respectively to our museum.

NEW LOOK FOR "TROLLEY WIRE"

As this magazine is our only contact with many embers, and with other museums, we have decided to improve the standard of production technically speaking. The Museum will not be liable for any additional expense, as it is expected that the slightly increased cost involved will be more than offset by a reduction in postage charges, when "TW" is registered for mailing as a periodical in the near future.

EVICTIION NOTICE

All members who have been keeping their private possessions in "L/P" car 154 are asked to remove same by the end of September. The car will then be cleaned out and any items remaining may be put to general use by the work party.

MODEL EXHIBITION

The enlarged S.P.E.R. HO gauge tramway system will again be on display in the Lower Town Hall on Friday 27th and Saturday 28th September, in aid of the Burwood Police Boys' Club. The O gauge cars will be in operation on a dual gauge O/1 system built by member Arthur Perry for the AETA. As well as the usual model clubs and suppliers, the Rail transport Museum and School Railway Clubs will be in evidence giving a combined "front" by the 12" to the foot scale groups. All S.P.E.R. members and friends are invited to visit the display as it gives us all a good chance to have a social gathering without the worry of "work".

ANNUAL MEETING

A well-attended annual general meeting held at the Railways Institute on Friday, 28 the June returned the four retiring directors Messrs R. Merchant, R. Murray, B. Parle and C. Woodside for another two year term.

The Annual Report prepared by the Chairman of Directors outlined the activities of the last twelve months, and while the apparent achievement was less spectacular than in some other years, solid progress was revealed, especially in the track laying and electrical sections.

Stage One of the depot rebuilding scheme was outlined at the meeting, this being the result of discussions and investigations carried out by the Board and Railway Committee. The first stage envisages the erection of a brick façade and tower at the front of the depot that will enable a top storey museum room to be added later. This construction, together with a general reshuffle of the tramcars will enable both BCC 180 and "O" 1030 to be moved from Randwick Workshops to Loftus.

The meeting was unanimous in its acceptance of this rebuilding scheme and agreed that the £1 substation levy which was due to expire this month be continued to defray the costs of the depot reconstruction. Preliminary work is due to start soon on the foundations for the new façade.

The Annual meeting concluded with a screening of two films. One of those showed mass movements at Randwick Racecourse and the showground in the 1920's, while the other showed tramway and railway scenes of more recent vintage. Both were much appreciated by those present.

MELBOURNE MUSEUM

We were pleased to learn recently of the formation of the "Tramway Museum Society of Victoria Ltd", by the museum group of the Melbourne AETA. This company came into being on 8th April last, with Messrs R. Prentice, as Chairman and K. Kings as Secretary. We all wish the new museum luck and success and hope it is not too long before they have their interesting collection housed in their own depot

YASS TOUR

285 passengers travelled to Yass Town and back on Sunday 25th August on the Museum's first all-steam rail tour. 3801. Just out of shops painted green, hauled the five-car train to Goulburn. 6034 took the train on to Yass Junction, where 1307 and 1311 took over for the run on the branch to Yass Town. 21 people from Melbourne came up to travel on the tour, and all were well satisfied with the day's outing. The profit on this trip exceeded the combined losses of all the previous "private" rail-motor tours and well justifies the running of the new style steam tour.

TRACK AND LINESIDE DEVELOPMENTS

Over the last two months Vic Solomons and his merry track workers have extended the main line a further 50 yards giving a total length of track beyond the yard limit of 250 yards. Much of this latest work has been laid with the lighter 60 lb rail.

During the next few months the whole of the current rail supply will be used, giving the S.P.E.R. system a mainline of almost 350 yards to "South" terminus. The track crew will then concentrate on heavy ballasting and packing in preparation for electric operation.

Another span pole and side bracket have been erected and most of the post holes along the man line have been excavated.

SUBSTATION

The painting of the substation has been completed, six poles have been erected in the switch yard, while the large transformer and oil switches now stand in their permanent positions. Current work on the levelling of the yard is well advanced.

"DUES DUE"

Our financial director thanks all those members who responded to the appeal for outstanding dues in the last issue of "TW". Over 80% of wayward subscriptions have been received. A similar reminder appears elsewhere in this issue.

NEW APPOINTMENTS

At the July Board Meeting the following two proposals were passed:

1. Board positions will in future be reallocated at the first Board Meeting after the annual elections.
2. Positions on the Railway Committee will be reallocated or reaffirmed by the Board on the recommendation of the Managing Director at each August Board Meeting.

As a result of part 1 above, the Directors of the new 1963-64 Board now occupy the following positions:

- Chairman of the Board R.E. Murray
- Managing Director R. Merchant
- Financial Director L. Gordon
- Secretary Director C. Woodside
- Minutes and Share Director W. Tuffnell
- Dep. Chairman and Publishing Director K. McCarthy
- Assistant Financial Director B. Parle

RAIL MOTOR

The Museum has recently purchased from J, & A. Brown Abermain Seaham Collieries Ltd, a four-wheel petrol driven Cadillac rail motor. This vehicle was built about 1926, has a V8 motor, seats 20 and has been out of use since 1949. Its purchase was made possible by special donations given by John and Clyde Shoebridge for that purpose. The rail motor will be restored to running order before being brought to Loftus, and will be used mainly for maintenance work.

PUBLISHING STAFF

The book and photo shop conducted by Clyde Woodside continues to flourish on the first Sunday of each month at the museum... but be warned, don't go too close to the counter unless you have money in your pocket. Several once affluent members have succumbed to the temptation of the attractive wares of the shop and are now near bankruptcy!

The first batch of photos for the new S.P.E.R. book "Maitland Tramway ventures", has gone to the block makers. We hope to announce publication plans for this 70 page work by R. Willson and K. McCarthy in the next edition of "TW".

FINISHED WITH ENGINES

Sydney lost another harbour identity on 3rd July when the Manly ferry S.S. Curl Curl was towed from Neutral Bay to Stride's Yard, Glebe, to be broken up. The Curl Curl was built by Napier & Miller at Old Kilpatrick, on the Clyde, and was 220 feet long, 799 tons and carried 1587 passengers at a nominal speed of 17 knots. She sailed from Scotland in June, 1928, and after a voyage interrupted by a monsoon and a mutiny, arrived in Sydney in October, 1928.

Her most notable accidents were in 1930, when she collided with the Sydney ferry Kiandra near Bennelong Point, and in 1953 when she partially demolished the Tourist Bureau at Manly Wharf. She was withdrawn early in 1961 since when she had been lying idle at Neutral Bay.

Like her sister ship, the Dee Why, the Curl Curl originally had a restaurant on the lower deck. The two vessels were identical, and until comparatively recently there was a slight difference in their paintwork to enable them to be distinguished at a distance. The Dee Why is still in service.

Your sub is now overdue	Your sub is due in Aug or Sept	Your sub is due in Oct or Nov	Your accident insurance fee is now due
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JOIN THE WORK PARTY:

As a result of investigations carried out by Mr. L. Gordon, a new insurance scheme is now available to those members who can only work at the Museum on odd occasions. This new scheme covers “Voluntary Workers not Otherwise Rated”, and is available to all members over the age of 16 not covered by the more comprehensive insurance scheme which has functioned over the last twelve months.

The S.P.E.R. has taken out a blanket cover and each “occasional working member” will be required to pay 2/- to the Financial Director before commencing his day’s work.

Some of the benefits which will be received in case of accident during the course of a day’s voluntary work are listed hereunder:

Death	£2,000
Total and irrecoverable loss of sight in both eyes	£2,000
Total disablement from engaging in usual profession or occupation	£12 per week for a maximum of 26 weeks.

With this daily insurance, ALL members wishing to work around the Museum will be welcome on ALL weekends at Loftus. While members who wh wish to visit the Museum only to view the progress will be just as welcome, we request that such inspections by “Tramway Superintendents” be restricted to the first Sunday of each month.

REGULAR INSURANCE NOW DUE

Regular work force members who have participated in the insurance scheme over the last twelve months are reminded that their personal policies fell due on 31st July, and can be renewed with the Financial Director for another twelve months for a fee of £3.13.6.

