

TROLLEY WIRES

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ELECTRIC RAILWAY

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MEETING

A museum general meeting will be held in the Devonshire Street Railway Institute on Friday 13th December at 8 pm. Film entertainment will follow the close of business, and visitors will be welcome.

MEETINGS AT ENMORE

For many years we have bemoaned the noise level issuing forth from the dance hall above our meeting room at the railways Institute; and at long last a solution to our problem has been found. Due to the good office of our member, the Rev. J. Green, we shall be able to hold our 1964 meetings under more salubrious conditions in the Anglican Church Hall at Enmore. Further details as to meeting dates and public transport to the area will be published in the next edition of Trolley Wire.

REGISTERED OFFICE

Members are asked to note that the registered office of the S.P.E.R. is now located at the museum site itself, the address being Lady Rawson Avenue, Royal National Park, Loftus, New South Wales. The postal address is unchanged.

RAIL MOTOR

Our 1926 Cadillac V8 Rail motor, recently purchased from J & A Brown, Abermain Seaham Collieries Ltd, safely reached Sydney on Sunday 29th September after a somewhat eventful journey from Pelaw Main. This vehicle is now in storage but should be transferred to Loftus early next month. Our thanks go out to Mr. Eric Law for carrying out this unusual transfer.

NEW MEMBERS

The Board and shareholders welcome the following new members to the museum:

William Parkinson	95
Ashley Barton	96
Arthur grey	97

FIRE PROTECTION PERIOD

With the coming of October 1st the Bush Fire Prohibition Period is again with us. From now until the end of March. The lighting of fires in the open (except in properly constructed fire places) is forbidden between the daylight hours of 7 am and 7 pm. The last weekends of September were busily spent at the museum cutting back undergrowth which could be a hazard to the depot area during the current season.

TRACKWORK PROGRESS

Although our track mileage has not increased since the last report, the Way and Works branch has been busy carrying out levelling, packing and ballasting, tasks which will most probably occupy this group's time for the rest of the year,

The latest track "mileage" measurement reveals that the museum now has a route mileage of 372 yards from the rear of the depot to the rail head at "South Terminus" and a track length of 644 yards. This latter figure is made up of 250 yards of main line, 204 yards in the depot yard, and 190 yards within the four track depot building.

When the present stock of rail is exhausted the main line will reach almost 300 yards in length while depot yard extensions will account for a total of almost 220 yards,

FIRE HOSE

A fire hydrant stand pipe and hose, giving a water stream capable of reaching any point in the depot between the substation and the signal box is now situated at the museum. A brick box for the storage of this apparatus is under construction in an accessible position at the side of the substation building.

RAILWAY COMMITTEE APPOINTMENTS

The following shareholders were appointed to the Railway Committee for the next 12 months by the Board at its August meeting.

Managing Director (appointed during July)	R. Merchant
Communications and signalling engineer	N. Reed
Domestic power electrician	C. Bartlett
Mechanical and emergency equipment engineer	R. Clarke
Paintshop supervisor	E. Davies
Supervisor of exhibits at the Depot	R. Jackson
Archivist	N. Chinn
Traffic superintendent	D. Greenwald
Way and Works supervisor	V. Solomons

PROPOSED POLICY CHANGE

Members will recall that when the demise of the Sydney tramway system was imminent the Board of Directors passed a resolution making five fully paid £1 shares the minimum entry fee.

This measure was adopted to safeguard members' investments and hard work and was aimed at those persons who were waiting until we were firmly established, and who has spent the previous five years riding and photographing Sydney's trams instead of contributing towards their preservation.

When it became apparent that holding off joining would not save money, although years of hard work had gone, the Society became less attractive to many, and in the two and one half years since the Sydney tramway system closed they have drifted out of the hobby and we are of no further interest to them.

Unfortunately this policy has also acted against many people who were outside its intended objective and has caused us to lose potential members who would have been invaluable to us. In the last twelve months membership has remained fairly static, the small increase being almost offset by resignations.

(Continued overleaf)

It is becoming increasingly obvious that the existing small membership and the even smaller work force will not be able to complete the project in the time planned. Even when the power is on many new jobs will have to be undertaken; two thirds of the fleet require major overhaul and painting, and the permanent depot must be started early next year, to name but two.

With a view to increasing membership, thus increasing yearly revenue and, presumably, the work force, the Board has agreed in principle to revert to accepting one fully paid £1 share as a minimum entry fee. It has been kept in mind, however, that shares form an important source of revenue, and to encourage the purchase of more shares where possible it is proposed to seek an amendment to the rules to make it necessary for a member to hold at least five shares to be eligible for election as a director. The annual fee will remain at £3.

Before proceeding with this matter the proposals are placed before members for their approval or disapproval. Time will be available for discussion at the December meeting, and members are invited to write to the Secretary if they so wish.

MODEL DISPLAY

The S.P.E.R. participated in a very successful model display in the lower Sydney Town Hall on Friday and Saturday 28th and 29th September, in aid of the NSW Police Boys' Clubs. Those members responsible for the latest extensions to the museum HO gauge tram display are to be congratulated on a very fine job well done. A variety of rolling stock paraded along the display tracks during the duration of the exhibition; including large American interurban cars, British steam and electric trams, and for the first time on the layout, a small selection of Sydney vehicles. The display was highly complimented by many of the visitors.

The exhibition as a whole could perhaps be described as too popular, the capacity of the large hall being so overtaxed that for many hours on Saturday afternoon, the queue extended for half a block along Druitt and George Streets. The total attendance for the two days was some 14,000, which should yield a tidy sum to the charity concerned.

SPER ON TV

Sunday 1st September found the depot yard at Loftus in a congested stat reminiscent of Railway Square in the “golden days”. On that day as Australian Broadcasting Commission film unit exposed over 600 feet of film on our museum activities for future screening on the 7pm Sunday evening TV session “Weekend Magazine”. The sequences included views of about half a dozen cars including the “F”, “O” and “L/P” cars at various positions along the track, and interior depot scenes of most of the other cars. A considerable length of film was exposed on a trip down the main line with the camera crew mounted on the four wheel hand car. The film eventually appeared in the evening “Newsreel” session on Friday, 18th October, having been cut to about 3 minutes in length, and entitled “Journey’s End”. The Museum hopes to obtain a copy of the film as telecast, plus the remaining scenes which were not used.

BRISBANE TRAM TOURS

In conjunction with the NSWRTM rail tour to Brisbane and Gympie operated over the Labor Day weekend early this month, the S.P.E.R. hired Brisbane tramcar 65 for a short tour on Saturday evening, 5th October. The tour, the first to be run at night in Brisbane, covered the Bardon, Doomben and West End lines and was thoroughly enjoyed by the 50 members and friends aboard, many of whom had never travelled on a tram tour before, let alone No. 65! The sight of this car in the city at night attracted much attention from crowds participating in the Warana festival, The following night the museum, acting on behalf of the NSWRTM, hired Australia’s newest tram, Brisbane No 547, and the second newest, No. 546, to convey train passengers between Roma St and South Brisbane stations. 70 passengers packed No 547 for the ten-minute ride and were particularly impressed by its interior finish which makes extensive use of Laminex panelling.

POSITIONS

Don’t forget that with the new daily insurance scheme explained in the August “TW”, all members can now take part in activities on the site at Loftus. Why not comedown one Sunday and try swinging a sledgehammer for relaxation?

HOURS AND POINT SCORE

Below are listed the hours and point score for the year ended August 1963, and total points for the period August 1956 to August 1963, for each member.

7263 hours were worked over the last twelve months giving a total of 27,081 hours for the last seven years.

Points for cash donations amounted to 1,000, bringing the total since 1956 to 14,293. Material donations for the year amounted to 211 points, making a total of 5,597 points accumulated since August 1956.

All totals are taken to the nearest whole number.

Reg No	Hours 12 months	Points	Total points	Reg No	Hours 12 months	Points	Total points
1	127	621	6057	26	--	--	532
3	57	283	3388	27	127	633	2371
4	64	321	1222	28	410	2049	6229
5	42	208	2947	29	110	563	917
6	--	--	594	30	206	1031	3633
7	102	509	2887	31	55	273	1251
8	--	--	204	32	--	--	60
9	--	--	1316	33	10	49	520
10	48	1216	5675	35	398	1989	8040
11	109	613	2572	36	144	730	2379
12	66	331	1965	40	--	--	232
14	--	--	72	41	19	93	1389
15	--	--	444	42	328	1640	4882
16	612	3060	7997	43	227	1135	1897
17	218	1104	5012	44	--	--	55
18	--	--	131	45	33	164	2127
19	91	455	1932	46	601	3006	8219
20	--	--	33	47	--	--	425
21	--	--	20	48	--	--	25
22	122	758	2745	48	166	831	4263
23	194	971	3515	50	--	--	--
24	--	--	250	51	527	2876	8439
25	44	221	2033	52	36	279	948

Reg No	Hours 12 months	Points	Total points	Reg No	Hours 12 months	Points	Total points
53	--	--	145	73	--	--	115
54	36	179	1204	74	--	--	99
55	--	--	190	75	56	281	841
56	49	245	1144	76	--	--	105
57	--	--	--	77	--	--	40
58	142	709	2970	78	--	--	--
59	--	--	603	79	--	--	--
60	256	1293	3530	80	--	--	163
61	--	--	1273	81	--	--	38
62	200	999	1392	82	462	2309	4144
63	--	--	--	83	372	1859	2552
64	--	--	380	84	--	--	--
65	--	--	270	85	--	--	59
66	--	--	76	86	--	--	148
67	--	--	--	87	--	--	--
68	213	1112	3357	88	--	--	--
69	--	--	81	89	--	--	--
71	--	--	--	90	-	--	--
72	--	--	--	91	135	675	675

TOP SECRET

Don't quote us, but our grapevine advises that an HO gauge model of a Sydney tramcar, crafted in Japan with brass body may make an appearance on the local market in the not-too-distant future.

Your sub is now overdue	Your sub is due in Oct or Nov	Your sub is due in Dec or Jan	Your accident insurance fee is overdue
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DONATION OF WAY AND WORKS MATERIAL

During July, the Elastic Rail Spike Company of Australia Ltd., donated 400 elastic rail spikes to the museum, together with track construction data sheets. Portion of this quantity are now in position on the last 30 yards of our main line. Our thanks go out to this Australian firm (which, incidentally, has opened branch plants in several overseas countries) for their generous donation. The only previous use of elastic spikes by a tramway in this country was a short test length on the northern approach to the Sydney Harbour Bridge on the North Sydney lines.

Member John Shoebridge is also thanked for his recent donation of an air powered sleeper drilling machine, which will certainly lessen the toil of the W & W branch when nest extensions are undertaken.

1187 ROLLS AGAIN

“On Tuesday, June 18th at 11 am Rae Shumway fixed a broken spring in the West Controller of Sydney open #1187, completing the last electrical repairs. No. 1187 creaked, shook once like it was coming out of a dep sleep and moved out of the Shop in a brisk smooth way that gave those watching a feeling that it was a new car just rolling out of an assembly shop.”

This paragraph from the “Trolley Park News” announced the commencement of operation by the Oregon Electric Railway Historical Society of Glenwood. As you can guess from the tone of the above item, 1187 was the first car to move under its own power at their museum, where regular running was to commence on 1st September.

1187 has been repainted in a new colour scheme. To quote from the OERHS 1961 annual report: “Paintwork on 1187 is in full swing. The body is being painted Forest Green and bright Yellow above the belt rail. The roof is getting a brighter hue of orange than it was receiving in Sidney. Black trim will of course, enhance the overall appearance and while the colors involved sound rather bright, we believe that all will agree the effect is grand”.

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