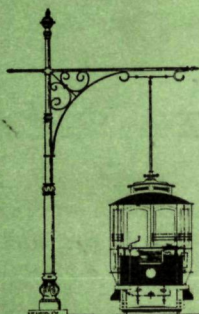


TROLLEY WIRE

Magazine of the
SOUTH PACIFIC ELECTRIC RAILWAY



APRIL 1964

ONE SHILLING AND SIXPENCE



ANNUAL GENERAL MEETING

The fifth annual meeting of the South Pacific Electric Railway Co-operative Society Limited will be held at St. Luke's Church of England, Church Hall, Stanmore Road, Enmore, at 8 p.m. on Friday 26th June 1964.

Notice is hereby given to all shareholders to be in attendance in order to participate in the election of directors for the next two years. Any shareholder wishing to stand for election to the position of director should satisfy the following requirements:-

1. He must be a financial member with all current museum financial requirements fully settled.
2. He must lodge his nomination with the Secretary at Box 103 G. P. O. Sydney by Friday 29th May 1964 bearing his own signature as well as those of a nominator and seconder, both of whom must satisfy the requirements of part 1 above.
3. Those nominating for election, as well as the nominator and seconder must be 21 years of age or over on 29th May 1964.
4. Shareholders nominated must be prepared to stand for any position on the Board.

The directors retiring in accordance with the rules of the Society are Messrs L. Gordon, K. McCarthy and W. Tuffnall, all of whom offer themselves for re-election.

Shareholders unable to attend this June meeting are reminded that the rules of Co-operative Societies demand that a written apology be tendered to the Secretary beforehand.

V. Solomons, Secretary.

COVER PHOTO: The Cadillac approaches the depot during the CEBS camp with a revenue load on 19th January 1964, while "L/P" 154 stands on display on the siding.

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TROLLEY WIRE is published bi-monthly by the **South Pacific Electric Railway Co-operative Society Limited**, Box 103, G.P.O., Sydney, N.S.W.

The Society is building an operating electric tramway in the Royal National Park, N.S.W. Visitors to the depot, in Lady Rawson Avenue, are welcome on the first Sunday of each month. Membership enquiries are also invited; the current fees are £3 per annum or £1.10.0 for students. Write to the Secretary at the above address.

General Manager: R. L. MERCHANT.

Secretary: V. SOLOMONS.

TROLLEY WIRE subscription rate
(for non-members)
10/- per annum, post paid.

SPEAK UP

One of our members arrived at the Museum one day last month and began to make derogatory remarks about the way the society was being run. He spoke vaguely of all manner of blunders, and maintained that he was not alone in his opinions. Other members, he claimed, felt just the same as he.

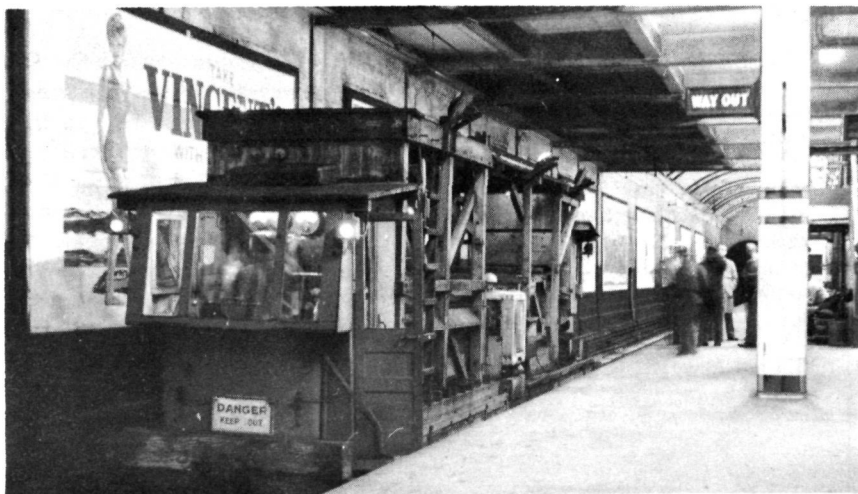
Has he brought forward these matters, or any of them, at a meeting? Has any of his friends had anything to say? Not a word. If they have been at the meetings, they have evidently been sitting in glorious silence.

This society is a Co-Operative; it exists primarily for the benefit of its members, so that it is in the members' interest that the society should prosper. If you can help the society by constructive criticism, please speak up at a meeting. There you can air your views, and see if you have the support of other members. But please above all, speak up and do not let your comments degenerate into a whispering campaign. If your opinions are worthwhile it is clearly desirable that they should be properly considered and discussed. Do not be backward in coming forward.



"O" car 1187 is now in regular service at Glenwood, Oregon, U.S.A. The pride of the fleet, 1187 was in the midst of re-painting when this photo was taken on 2nd September 1963.

Photo courtesy Glenwood Electric Railway



"Gentle Annie", formerly tramcar 42u, at St. James station on the city railway. The operation of this battery powered vehicle has been studied in connection with the museum's battery proposals.

Photo, Laurie Gordon

RANDWICK RAIL REMOVAL

After many hours of blood sweat and tears over half of the former repair shop tracks at Randwick Tramway Workshops have been lifted and removed by work parties of the Society. By the close of March almost 800 yards of good 80 lb. rail had been lifted and half of this stacked ready for shipment to Loftus, while 8 tons of short scrap lengths had also been removed from the building.

The removal of the rail from the building is a major task in itself. Our four wheel hand trolley has been transferred from Loftus for the occasion and all the rail has been carried by this vehicle along a 250 yard "tram road" laid the full length of the building.

MODEL EXHIBITION

On Friday evening 1st May, and Saturday, throughout the day, on 2nd May, the S.P.E.R. participated again in the St. George Model Railway Club's annual exhibition at the Masonic Hall, Crofts Avenue, Hurstville. Proceeds were donated to St. George Legacy. Our HO gauge tramway layout was in full operation featuring both Sydney and overseas models, while a static display of Sydney tramcars built to larger scales was a feature of our exhibit.

NEW MEMBERS

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

Richard YOUL 107 Arthur HILL 108

NEW SECRETARY

At the board meeting held on 19th April, Mr. Victor Solomons was appointed Secretary of the S.P.E.R. Vic will occupy the post until June 1965, and we wish him good fortune in his new position.

CENTRE PAGES: The Cadillac rail motor arriving at the depot. "O" car 1111 at left. Photo, Jim Powe





ACTIVITIES AT THE MUSEUM

Owing to the frenzied labour at Randwick Workshops, no major activities have been undertaken at National Park during the last two months.

Of major interest is the assembling of an electric motor generator set at present being erected by our Mechanical and Emergency Equipment Engineer, Richard Clarke. This apparatus, consisting of a 415v 3 phase motor driving a shunt wound 600 volt DC motor acting as a generator, will be capable of supplying 20 horse power at 600 volts to our overhead line. Final stages are being carried out attaching cross arms to the poles carrying our existing 240 volt supply to enable the erection of a 415 volt 3 phase line; this should be installed by the time these lines appear.

This motor generator set, the components of which have been generously purchased by Richard Clarke, will enable efficient testing to be carried out on our equipment just prior to electric operation, also constant recharging of our battery of accumulators, and recharging of the air reservoir on each car in service as it waits at the depot terminus.

Unfortunately the battery trials have been postponed for a month or two to enable the track lifting work to be completed at Randwick. Once this rail removing job is completed, several week-ends of concentrated work at Loftus should see everything ready for the electric trials.

PUBLISHING STAFF

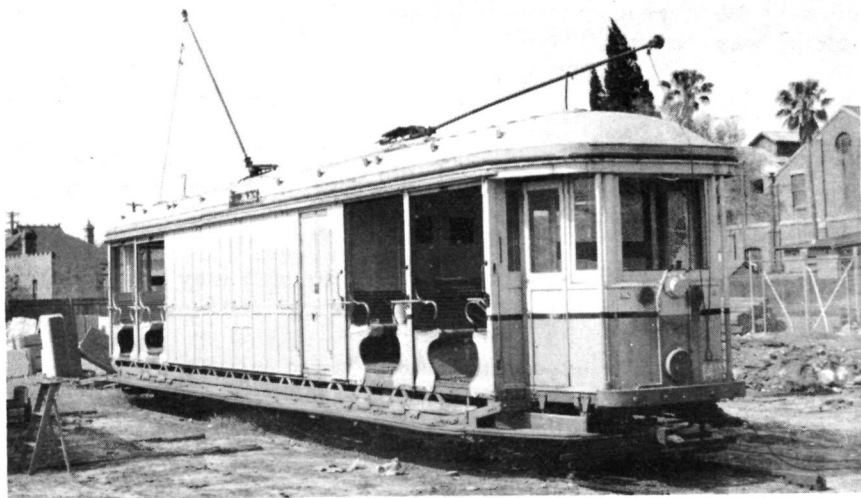
The Publishing Staff is pleased to announce the long awaited publication "Maitland Tramway Ventures" is now in the hands of the printers. We hope to announce details of pre-publication concession prices, as well as a possible release date in the next edition of "Trolley Wire".

FARES PLEASE

Are you a financial member? Over £150 is currently outstanding in members' management fees and continuance of our work program is being hindered by an acute shortage of funds. Please check to see if you owe money to the museum; if in doubt a note to the secretary will bring advice as to your situation.



ABC-TV camera crew in action at the museum on 1st September last year. "O" 1111 has the starring role.



"O" car 1030 at Randwick on 2nd November last year, during repainting in grey paint.

Photo, Col Bartlett

REBUILDING OF DEPOT CAR SHED

Many members are no doubt wondering what has happened to the good intention of rebuilding our present car shed. Permission was finally obtained for the improvements (outlined at the last Annual Meeting) towards the close of last year and initial surveys were undertaken by the work force members. Since then, however, the "open house" days during the C. E. B. S. camp, and the recent Randwick Workshop activity has caused the rebuilding scheme to be further postponed.

What seems to be a more satisfactory scheme is now being investigated and should relieve our space problems for some time to come. We hope that details of this more satisfactory scheme will be available for discussion at our next Annual Meeting. Whichever scheme is adopted the present car shed will certainly be gradually rebuilt to a more imposing design.

HONORARY DIRECTORSHIPS

At the general meeting held on Friday 6th March 1964, the following motion (tabled at the Board meeting held on 16th February 1964) which proposed an amendment to the Rules of the Society, was carried.

Honorary Directors:

The Society may, on a majority vote of shareholders at any general or extra-ordinary meeting elect an honorary director of the Society.

An honorary directorship may only be conferred subject to the following conditions:

1. The appointee must hold not less than the minimum number of shares to qualify for an ordinary directorship at the time the appointment is made.
2. He must remain a financial member of the society during the term of his appointment.
3. The appointment shall be automatically terminated if the appointee ceases to be a financial member of the society.

4. The term of appointment of an honorary director shall be determined by the shareholders present at the general meeting at which the appointment is made.
5. An honorary director shall be entitled to attend Board meetings but shall have no voting power.
6. An honorary director shall not be regarded as a Board member as otherwise referred to in the Rules of the Society.

HONORARY LIFE DIRECTOR APPOINTED

Following the adoption of the above rule, our former Managing Director and member number 1, Mr. Norman Chinn, was appointed as this Society's first Honorary Life Director. This is the Society's mark of gratitude for the unceasing toil and organization Norm contributed to our cause during those early difficult formative years.

MARCH GENERAL MEETING

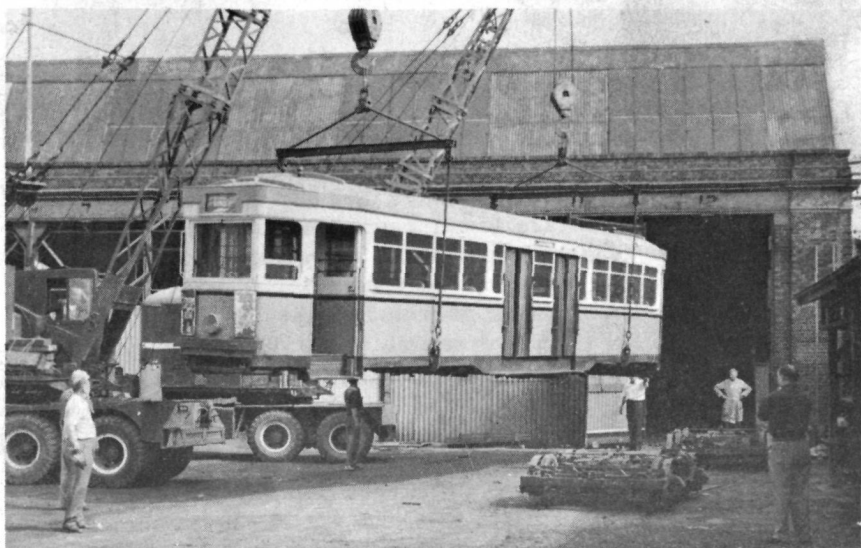
Members present at the March meeting held at Enmore, were unanimous in their opinion that our new meeting place was much quieter and more comfortable than our former venue in Sydney. A new departure in our routine was the Managing Director's report being accompanied by colour slides. Following the General Meeting members were entertained with various films, accompanied by taped music provided by the Theatre Organ Society. The highlight of the film programme was a movie depicting the growth of our museum venture from the turning of the first sod in August 1956 to the inauguration of regular running with the Cadillac Rail Motor late last year.

One thing we did notice was that we are all growing considerably older, but never the less wiser! Perhaps our museum labours have contributed to this inescapable state!

One would think that the meeting would have ended quietly, but what was to be a quiet supper in Rev. John Green's Rectory, turned into a somewhat heated but entertaining gathering! Needless to say work on track lifting at Randwick did not start until late the following morning.



Trams returned to Ultimo Depot after a long absence on 2nd November last year. (See TW, December 1963). Here "O" 805 is about to be lifted off the semi-trailer which brought it from Randwick.



"R" car 1738 swings in mid air as the mobile cranes manoeuvre it over its bogies. Both photos, Col Bartlett