

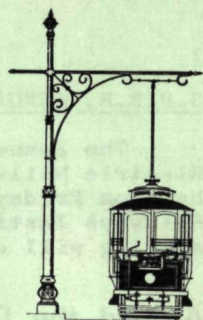
TROLLEY WIRE

Magazine of the
SOUTH PACIFIC ELECTRIC RAILWAY
AUSTRALIAN ELECTRIC TRANSPORT
MUSEUM

WESTERN AUSTRALIAN ELECTRIC
TRANSPORT ASSOCIATION

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THIRTY CENTS



JUNE 1971



S.P.E.R. ANNUAL GENERAL MEETING

The Annual General Meeting of the South Pacific Electric Railway Co-operative Society Limited will be held on Friday, 2nd July 1971 in the Large Hall of the Railways Institute, Devonshire Street, Sydney. The meeting will commence at 7.30 pm.

Around the Depots---

Loftus

During March the new 100 amp 415 volt 3 phase electricity supply was connected to the substation. This will now enable three motor generator sets to be run in parallel or the rotary converter to be run on low power. It also makes possible the use of the Parkinson-Boyd silicon diode rectifier and with this in view much work and testing has been done.

On 3rd April 1971, members Dick Clarke, Dave Rawlings, Bill Turnbull, Mike Giddey, Bill Parkinson and Dave Griffiths installed the magnetising equipment for the 75 KVA transformer. Early in the evening, the 75 KVA transformer was magnetised and this was followed by the magnetising of the 560 KVA transformer. This made it possible to connect the Parkinson-Boyd silicon diode rectifier and the new power supply was livened up. On completion of voltage tests P 1497 was tested over the whole tramway, after which further testing of the new power supply continued until the Society's Engineer, Dick Clarke was satisfied. The testing continued under normal traffic conditions on Sunday, 4th April.

On Friday, 9th April, Bill Turnbull, Bill Parkinson, Vic Solomons, Peter MacDonald, Dave Rawlings and Mike Giddey completed the installation of the temporary magnetising equipment and this enabled full power (560 volts at 200 amps) to be provided. At 11am two four-motor cars were operated over the length of the line at the same time for the first time. Three two-motor cars were then operated simultaneously over the system after which no less than five trams took to the rails. This latter event has become known as the S.P.E.R's little "Sprague test" (Frank Sprague conducted a 22 car simultaneous start demonstration in Richmond, Virginia in

FRONT COVER: L/P 154 crossing the Princes Highway at Rockdale on the last day of tramway operation on the isolated Rockdale to Brighton-le-Sands line, 3rd September, 1949.

Photo: Ben Parle

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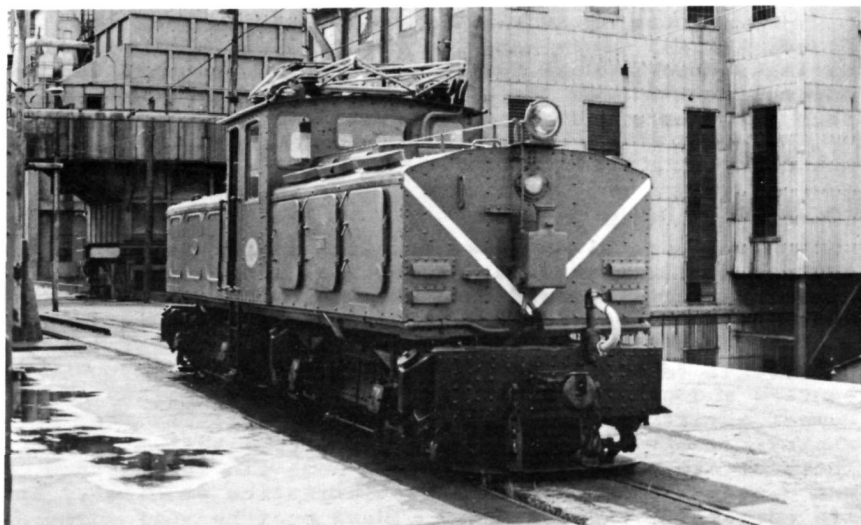
Subscription rate (for non-members):
\$2.00 per annum, post paid.

NEW MEMBERS.

The Board and Shareholders of the SPER welcome the following members to the museum:-

C.W.A. Flynn	246
D.N. Field	247
N. Rodd	248
G.J. Patterson	249

With Faith all is possible,
With Hope all is bright,
With Love all is easy.



The 1924 vintage Metrovick electric locomotive at the East Perth Power Station. It is to be preserved by the Australian Railway Historical Society in their museum at Bassendean, near Perth.

1888). All tests proved very satisfactory. Automatic controls are being made for the rectifier and following installation of these it is intended to use the rectifier as the main power supply which, due to much higher efficiency, should result in lower running costs. The rotary converter and the motor generator sets will be kept on standby duty.

Mid Week Work

Bob Cowing and Mike Giddey are leading a concerted effort to get Brisbane centre-aisle saloon car 180 overhauled and made available for service. The car has been worked on at various times over a number of years but has been left to enable other cars requiring less attention to be worked on. Work parties are working on 180 during the week - usually Wednesday evenings - and Bob Cowing would be pleased to hear from any member who would like to assist with this work.

In brief: A twenty-foot tree branch fell into the substation yard and was found on Saturday, 8th May fouling high tension lines. However, no damage was done.

Dave Rawlings is working on Dropcentre 295 in preparation for repainting in the older colour scheme of silver with royal blue band.

Steam once again visited the S.P.E.R. when the School Railway Clubs' Association visited the museum during a tour to Coal Cliff on 9th May. Standard Goods locomotive 5461 was the motive power used to bring the tour train onto the National Park line.

Food for Thought

As commercialism seeks to cloak itself in history it becomes absolutely essential for legitimate historical homes, restorations and outdoor museums to avoid even the appearance of evil in their actions. If they disfigure the highways with hoardings identical to those of the commercial "attractions"; if they offer tawdry "souvenirs", banners and penny-catchers in their shops; if they affix bumper advertising to visitors' motor cars; if, from whatever motives, they embrace commercial tactics to increase attendance, how in God's name can the average man distinguish between the popularisation of history and its commercial exploitation? There must be an insurmountable wall between history and the entertainment business, or indeed any other form of commercialism. If historical organisations cannot survive without resorting to such tactics, it is time they died.

- W. H. Whitehead

154 — 21 YEARS WITH THE S.P.E.R.

The South Pacific Electric Railway's L/P class tramcar 154 celebrates a special anniversary this month - 21 years under museum ownership. The donation of 154 to the museum was a milestone in preservation history, for this tramcar was the first to be preserved by an enthusiast organisation in the Southern Hemisphere.

154 entered service with the N.S.W. Tramways on 8th May 1900 as a bogie "California" combination car built by the Clyde Engineering Co., Sydney for a cost of £848 (\$1696). It was 36ft 6½ins long, weighed 12.26 tons and was fitted with Brill 22E trucks. The design had been influenced by the popular disposition of cable cars in so far as the open seats of the end sections were located longitudinally in two rows. With the introduction of letter classifications the cars of this design became known as the "F" class.

By 1908, 80 seat bogie cars were a reality which made the operation of the F cars seating 44 passengers an inferior economic proposition. As early as 1906 plans had been produced to replace the external longitudinal reversible seats with fixed transverse ones enabling the seating capacity to be increased to 55. 154 underwent this conversion and re-entered service in its new form on 7th April 1910. This converted design weighed 13.07 tons and later carried the classification letter "L". After 1911 the L cars were progressively fitted with drivers' protective windshields. This addition took the form of an extended balcony which increased the cars' length by two feet each end, to 40ft 9½ins.

Due to the shortage of staff caused by World War 1, many cars had to be taken off the road and stored until the manpower situation improved. 154 was one of a number of trams stored in Leichhardt Depot and was out of service from 18th February 1916 to 29th September of the same year. It was about this time that 154 saw service coupled to car 169, running as a direct-control two-car set.

No sooner did the conversion from the F to L design draw to a close than the L cars entered Randwick Workshops for a second and more extensive conversion to the L/P design. This new design was based on a new "lux-

urious" enclosed cross bench tramcar which was to become the "P" type, an 80 seat car incorporating many new features. With the First World War occupying much manpower and industrial potential the construction of the new cars at that time was impossible, but Randwick Workshops were able to devise a plan whereby the older bogie cars would be converted to the new design as opportunities presented themselves. Cars which could not be converted to the new crossbench design would eventually be withdrawn from service.

Although the building of the P cars caused the L/P conversions to cease after 1920, the decision to electrify the steam operated Newcastle tramways using L/P cars gave the conversion programme a second start in 1922. The nature of the task could hardly be called a conversion as it appears that the only original components used in the new cars were the maximum traction trucks, electrical gear, portion of the floor and the roof. Yet, as far as can be ascertained, the whole work cost less than £2,000 (\$4,000) per car. Length of the L/P cars was 40ft 10ins and they weighed in at 14.95 tons. 154 appeared in its new guise on 29th March 1926.

Transferred to the isolated, barely two miles long Rockdale to Brighton-le-Sands tramway on 22nd August 1935, 154 remained on this line until its closure in 1949. The last car to leave, 154 was transferred by road back to the main system on 7th September 1949 and went into storage at Newtown Depot.

Meanwhile, the embryo museum group had made application to the Department of Road Transport & Tramways for an L/P type tramcar to be made available for preservation. On 24th November 1950 a reply was received from the Commissioner of the Department advising that an L/P car would be made available for preservation free of cost. Although the museum had not specifically asked for any particular car, the Workshop staff at Randwick were very keen to see L/P 222 as the chosen car. Although some major significance was attached to the car by the men at Randwick, the reasons for their choice of 222 cannot, unfortunately, be recalled. However, an inspection of the car by museum members showed the car to be in rather poor condition and it was decided to wait until a more suitable vehicle became available. It is interesting to note that the body of the car was retained at the lower end of the Workshops for use as a hothouse and remained slumbering beside the fence until it was burnt on 8th April 1965, four years after the last tram ran in Sydney.

While 154 was in store, the Tramways Union placed a ban on the use of the E, K, N and L/P classes on the

grounds that they were dangerous for conductors to work because the body sides overhung the footboards. The ban was later lifted from the E, K and N classes as the sides on these cars curved into the underframe but due to their construction the ban on the L/P's was not lifted until the Tramway Department was able to give the Union assurances that the order for new "R1" class cars had been placed and that the cars involved in the ban would be progressively withdrawn as the new cars were delivered.

While the ban was in progress, Newtown Depot found itself short of a few cars for race traffic to Randwick Racecourse and drew on its roster of stored cars to make up the required number of trams. For some unexplained reason, a coupled set of L/P cars was released for this duty and one of the cars was 154. During the course of the afternoon this L/P set was involved in a minor head-on collision and 154 sustained some damage. Following normal procedures, the Newtown Depotmaster forwarded the damaged 154 to Randwick for repairs, unaware that all work on L/P cars had been suspended. Realising an error had been made, the Workshop staff decided to cover up by doing a quick patch job on the car and returning it to storage at Newtown as soon as possible.

Museum foundation member Norm Chinn, who was employed close by, was able to make regular visits to the Workshops and had been given the task of finding a suitable L/P for the Museum. One visit was shortly after 154 had arrived at Randwick and Norm, on hearing what action was to be taken with the car, reasoned that if it were somehow possible for the repair shop to do a little more than a patch job the museum might choose the car for preservation. The 'shops would not give a firm answer. "We'll see..." was the only reply Norm received to his suggestions. On his next visit some weeks later, Norm was asked if he had "seen the Rockdale car lately". Replying in the negative, he was told the car had been taken to Rozelle and he should go out and see it. Norm hurried out to Rozelle Depot and found 154 right at the back of the depot "mockered to the nines" in a gleaming coat of paint while later investigation showed that electrical and mechanical work had also been carried out. It is not known just how the repair staff had covered up the additional work but the museum immediately made application for 154 to be the L/P to be preserved. On 24th July 1950 the approval of the application was received. 154 was now museum property! It was officially written off the books on 17th October 1951.


154 was taken to Newtown Depot for storage where it was later joined by Prison car 948, F 393, and N 728. When Tempe Depot was closed, extra space was needed for

traffic cars at Newtown and the cars in store at Newtown were moved to Ultimo. The museum's cars were towed to Ultimo Depot by coupled sets of O class cars, also being transferred for storage purposes, on 9th November 1954. For two years the museum fleet remained at Ultimo and during this period C 290 (then 115s), Es 529-530, the counterweight dummy, K 1296 and Freight car 24s were added to the collection. On 15th October 1956 the museum cars were again moved - this time to Rozelle, with O 1468 operating a shuttle service in the early hours of the morning to tow each tram to the new quarters. Finally, the site selected for the museum at Loftus was ready to accept its first trams and in preparation for this the museum's cars moved once again, to Randwick Workshops on 7th March 1957 to be prepared for loading onto trucks. Member Driver Ted Davies, driving O 1439 from Newtown Depot, was rostered for the job of towing the cars to the 'shops. The movement to Loftus was spread over three days, 18th, 19th and 20th March 1957, and 154 was trucked to Loftus on the second day to become the fifth tram to arrive at the museum site.

For the next six years little was done to 154 and the weather took its toll on the paintwork. Work at the museum was geared to building a covered depot to replace the original open "stockade" and little time could be spent on the trams until this protection was completed.

Early in 1964 the car was checked out electrically and mechanically and at 4.27pm on Sunday, 19th July 1964, L/P 154 became the first tram to operate under its own power at the museum. Three months later, 154 was employed as an overhead line car stringing wire along the main line by means of a temporary platform erected on the roof in the centre of the car. Repainting was also taking place and the colour scheme chosen for 154 was the olive, fawn and grey used during the 1920's, the colours in which she emerged from Randwick after conversion to an L/P.

The official opening of the museum tramway at 2.37pm on Saturday 13th March 1965 saw the L/P hogging the lime-light in a glistening coat of new paint. With the then Deputy Premier of N.S.W., the Hon. P.D. Hills M.L.A., at the controls, 154 broke through a white ribbon to mark the inauguration of regular electric operation at Loftus. For six years 154 has been in regular operation on most weekends. It has proved to be a sturdy and reliable vehicle, popular with traffic crews and visitors alike. If 154 could speak, it would undoubtedly agree that the first 21 years are the toughest!



A Museum Tramway for Ballarat?

The first positive move to establish a working tramway museum along Wendouree Parade, Ballarat as the basis of an historical transport museum and tourist educational project was made with the formation of a project committee at a meeting held on 18th April 1971.

The Brown Hill Progress Association which called the meeting was asked to act as an interim executive and a general committee of nine was appointed as a steering committee.

The meeting, which was attended by about 50 people, passed a number of resolutions which will be incorporated into a draft constitution. It was agreed that:

- * Trams could be operated on holidays and at week-ends and become a valuable addition to the tourist potential of Ballarat.
- * The tramsheds, in addition to housing any trams retained, could be used as a transport museum for various forms of mechanical transport or any other objects of historic interest.
- * The trams and the museum would not only be of interest to tourists, but also of educational value to future generations, provided they were authentic and not a "gimmick".
- * The suggestion that a tram be fitted with a diesel engine and placed in some other area would be unrealistic and unacceptable and would have little historic or tourist interest. The committee must push for authentic preservation of the trams.
- * Economic feasibility should be studied by the committee and a report presented.
- * The removal of the paddle steamers from Lake Wendouree was a distinct loss to the tourist potential of Ballarat. Every encouragement should be given to any other body exploring the possibility of having a paddle steamer restored to run in conjunction with section of the tram route around the lake.

Suggestions were made that several trams should be kept and that perhaps others could be acquired from Adelaide and Sydney (sic). The meeting agreed not to press for electrification of the system right around Lake Wendouree. Views were expressed that the cost of laying the additional track would be phenomenal and the project would meet with too much opposition.

A similar meeting, attended by about 65 people, was held in Melbourne on 29th April where it was decided to elect a committee of seven to represent the interested parties from Melbourne. However, as there were 13 nominations the committee was at once expanded to 13. Discussion mainly centred on how much to preserve, the committee favouring a route from the Gardens to View Point including the depot, although many were in favour of an extension beyond View Point along Kipon Street to Sturt Street to place the terminus in sight of traffic along the Western Highway.

A combined meeting will be held in the Ballarat Town Hall on Sunday, 6th June 1971.

LATE NEWS: The approval of the Governor in Council is all that now remains for the closure of the Ballarat tramway system to take place. The Davis Bus Company is to extend their operations to cover all tram routes but on a less frequent timetable than that now operated by the trams. The closure is expected to take place during the August-September school vacation.



"Trams Ahead". The tram terminus at Lydiard Street North is the first part of the Ballarat system seen by motorists approaching the provincial city from Melbourne. A single truck car forms a traffic island as it waits for departure time and a poorly patronised mid-morning trip to the city.

STRONG RUMOUR DEPARTMENT

Rumours circulating at press time would indicate that Ballarat will close in three stages: Victoria Street - Gardens via Sturt Street West followed by Sebastopol - Lydiard Street North, with Mt. Pleasant - Gardens via Drummond Street North being the last line to close. Various dates are circulating for these closures but none can be regarded as official at this stage. It is possible that alterations to the above - mentioned three-stage closure could occur.

During 1970 an automated model of a Sydney "R1" type tramcar, made from Meccano parts by Colin Campbell of Beverly Hills, N.S.W., appeared on TV and at various trade toy displays and model exhibitions. When discussing features of this model with others in the tramway and railway preservation field, it was surprising to find that the great proportion of our ranks had the initial seed of interest sown when we received our first Meccano set or Hornby train at a young and tender age. With this in mind we present this brief history of the Meccano Company to record the undertaking's 70th anniversary.

SEVENTY YEARS OF **MECCANO**

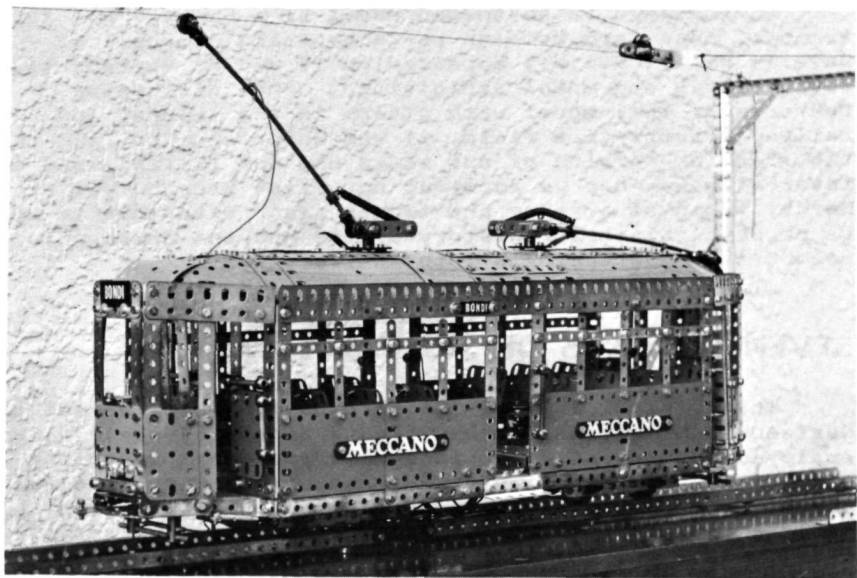
The original idea of the Meccano construction set was devised by Mr. Frank Hornby. Frank Hornby (1863-1936) was employed as a chief clerk in a Liverpool meat importing business between 1887 and 1907, and his leisure time was occupied by his interest in mechanical hobbies. As a vehicle to interest and develop the talents of his two sons, Roland and Douglas, Mr. Hornby developed during 1901 a construction toy whereby a range of models could be assembled and taken apart by a combination of nuts and bolts, perforated strips, axles and wheels. The system worked so well that the first English and Foreign patents were taken out during that year.

Retailing possibilities were investigated, but without success. Fortunately a Professor of Engineering at a Liverpool engineering college recognised the value of the system and on his recommendation financial assistance was obtained to enable the idea to be commercially produced. These early construction kits were known as "Mechanics Made Easy", the parts being produced by contractors as well as in a small workshop in a shop in Liverpool. On 14th September 1907 a new name, "Meccano", was registered and a Limited Company was formed with Frank Hornby as Chairman.

As the popularity of these Meccano sets grew the factory moved to larger premises in West Derby, Liverpool, but these too soon proved inadequate so the purchase of a large factory complex at Old Swan provided a permanent home for the industry at Binns Road, Liverpool 13.

Hornby Trains

Prior to World War 1 tinsplate toys and model trains were largely constructed in European factories to British designs for the Empire market. The Bing Brothers in Germany and Georges Carrette in France were two such firms popular on the British markets. During 1915 Frank Hornby



A working model of a Sydney R1 tramcar built from Meccano parts by Colin Campbell.

extended his range to include clockwork "0" gauge toy and model railways to cater for a demand that could no longer be supplied by Continental manufacturers.

As with the Meccano sets, the railway range soon extended into a complete system with scores of trackside accessories in addition to rolling stock and tinplate track, but after the grouping of the many railway companies in Britain into the four major companies in 1923 some rationalisation was possible in the Hornby range.

Although battery powered electric trains were available on the Australian market from such American manufacturers as Ives and Lionel by the early 1920's, the Hornby electrics, it seems, did not appear on the Sydney market until the 1927-1929 period and by 1933 a large range of Hornby three rail electric "0" gauge trains working from 6 volt accumulators and 20 volt transformers could be purchased. It seems that the first Hornby electric model was aimed at the American market and worked at a potential of 110 volts in competition with the Ives and Lionel products.

At this stage the "0" gauge railway sets covered a range from small sets with clockwork 0-4-0 locomotives operating around a 9" radius tinplate circle of track to

elaborate electric sets equipped with 4-4-2 engines and bogie rolling stock suitable for layouts based on 2 ft. radius curves.

Dinky Toys

The first Dinky Toys, known as "Modelled Miniatures" appeared in the Australian 1933 Christmas catalogue as a minor collection of die cast motor cars, trucks, tractors and military tanks lumped together with the metal station staff figures, pull-along train sets and farmyard animals. In the 1934 catalogue these vehicle models were renamed "Dinky Toys" and by 1935 the initial six items had been joined by ambulances, vans, petrol lorries as well as a tram and a bus model. The ever changing range of Dinky Toys is still available today.

Meccano Developments

Until 1926, Meccano parts were all electro-plated to a silver-grey colour, but to celebrate the 25th anniversary of the Company a range of coloured parts were introduced. The 1930's formed a period of transition in Meccano production. The old number sequence of sets from 00, 0, 1 to 7 gave way to an alphabetical range with new instruction books and an increased set of parts (labelled O, A, B etc. to H, K, L) in 1936. This new scheme was carried out under the guidance of Mr. Roland Hornby and consisted of parts with new colour combinations and flexible metal plates. The alphabetical sequence must have proved too cumbersome, especially due to the absence of "I" and "J" in the range for in the 1938 catalogue the alphabetical nomenclature reverted to a new numeral series 0, 1, 2, etc. to 10. This final pre World War 11 change resulted in some further parts changes and colour alterations which remained, with only some later minor changes until the mid 1960's.

The sets for the Australian market carried a special box label showing a gigantic Sydney Harbour Bridge constructed from Meccano parts, but this was very disappointing to small boys receiving their first low numbered set which had nowhere near enough parts to build anything like the structure on the box lid.

In their pre World War 11 form the flexible plates were blue with a thin gold diagonal stripe adopted from the scheme on parts made in the French Meccano branch factory. Through the 1930's Meccano Ltd. operated another foreign factory at Elizabeth in New Jersey, U.S.A. The only items on sale in Australia from these two branch factories were several "0" gauge items of rolling stock of French and American outline and some Dinky Toys from France. The French factory at Bebligny reopened after World War 11 and supplied some Dinky Toys and H0 gauge items on the Sydney market.

High Point of Production

The 1938-9 Australian catalogue marks, perhaps, the high point of Meccano production. During late 1929 Hornby released what could be considered its first "tin plate" scale model of a current locomotive in "0" gauge; a 4-4-0 L.N.E.R. item which was later joined by similar designs of the G.W.R., L.M.S. and S.R. fleet. These were known as the "Number 2 Special" series and prior to their release the larger Hornby locomotives had resembled the full size machines in some features but not in overall appearance. Soon after a 4-4-2 electric and clockwork locomotive also appeared on the scene known as the "3C Series" and although these were available in the colours of the four English companies as well as the Nord Railway of France, they were not scale models like the "No. 2 Special" series.

In the 1938-9 Australian catalogue (as well as the 1939-40) two further "0" gauge locomotives appeared for the first and last time. These were the Southern 4-4-0 "Schools Class" model "Eton" (available as the clockwork No. 4C model and the electric E420) which retailed for £5-5-6d (\$10.55) for the electric version with tender, and the L.M.S. 4-6-2 locomotive "Princess Elizabeth" available only with electric motor at £11-10-0 (\$23). To enable these models to operate at maximum capacity, three rail steel electric track of 3 ft. radius curvature appeared in this catalogue - all this at a time when the basic wage stood at approximately £4-0-0 per week.

Other gems appearing in the 1938-39 edition were junior Meccano sets in the "000" and "X" series accompanying "Dolly Varden" doll's houses, Meccano boats, "Elektron" electric construction sets and "Kemex" chemistry experimental outfits.

Hornby Dublo

The smaller scaled "00" gauge train sets appeared for the first time in the 1938-39 Australian catalogue. Two sets were available in both clockwork and electric models with a limited range of accessories. The larger set consisted of a 4-6-2 L.N.E.R. locomotive "Sir Nigel Gresley" with eight wheel tender and a two car articulated train; while the other item was an 0-6-2 tank engine with a collection of goods rolling stock. Track for this new system was "two rail" for clockwork and a "centre third" electric rail for the electric version. The "Duchess of Athol", an electric operated 4-6-2- L.M.S. locomotive with tender and carriages made its debut in the 1939-40 Australian catalogue but further details of this are given later in the article.



This 10ft model of the Sydney Harbour Bridge was constructed by Colin Campbell for a pre-Christmas display in 1970. It is 18ins wide.

World War 2

The gathering war clouds resulted in a special Meccano set with khaki parts and a telescopic wooden gun barrel appearing on the market for Christmas 1939. This retailed in Sydney for 35/- (\$3.50) and enabled the construction of such war machines as anti-aircraft guns, tanks, searchlight carriers, etc.

As World War II progressed the Meccano factory in Liverpool, England gradually changed to war construction for the fighting forces. This change, however, was gradual, for as late as 1941 Meccano sets continued to be produced and a limited range of Dinky Toys were released from time to time on the British market. Due to the low priority of toys for available shipping space, exports to Australia practically ceased during 1940.

Clubs

Three clubs emerged under the guidance of Frank, and later, Roland Hornby. These were the Meccano Guild in 1918, the Hornby Railway Company in 1928 and finally the Dinky Toy Club during 1957. The "Meccano Magazine", a bulletin launched in 1916 and still available each month, was the official organ of these clubs. Prior to World War II the first two clubs mentioned above flourished all over the British Empire and were generally formed in districts or within school organisations. These groups enabled boys with an interest in technical hobbies to meet in an atmosphere of mutual interest, to exchange ideas and to work on

group projects. Although many of these clubs are still functioning, some failed to be re-established when the British Commonwealth returned to peacetime pursuits.

Post War

The "Meccano Magazine" promised that, with peace, the full prewar range would gradually return to the retail market. During Christmas 1945 the Australian market was not to sample these delights, but in Britain a limited quantity of Dinky Toys and Meccano sets were released from the warehouses.

Dinky Toys reappeared in Australia for Christmas 1946 accompanied by Meccano sets from 0 to 5. These sets were of 1941 wartime vintage with the blue flexible plates replaced by a plain red design. By the close of 1947 the Meccano range had been extended to set number 8 but not until July 1949 were all sets up to number 10 available in Sydney.

The "0" gauge train sets were never to retain the popularity enjoyed during the between war years. The small clockwork models arrived in Sydney during April 1947 and by July 1949 the range extended to a maximum of four grades of clockwork sets in both goods and passenger models. The pre-war bogie locomotives never returned to



Three Hornby 0 gauge train sets and a Hornby Dublo "Sir Nigel Gresley" set from the Ben Parle collection.

Below: A page from the 1939-40 Australian Hornby catalogue featuring the rare prewar model of the LMS locomotive "Duchess of Athol".

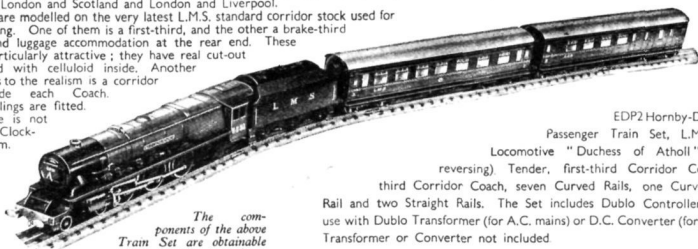
HORNBY DUBLO

Gauge OO

EDP2 HORNBY-DUBLO ELECTRIC PASSENGER TRAIN SET, L.M.S.

This wonderful Train Set represents the highest degree of realism ever attained in Gauge OO, both in general design and extent and perfection of detail. The components comprise the locomotive and coaches of a typical L.M.S. express in its characteristic red livery. The Locomotive, "Duchess of Athol," is a splendid reproduction of one of the non-streamlined "Duchess" class. These powerful and attractive-looking locomotives are employed mainly in the working of the principal fast and heavy trains between London and Scotland and London and Liverpool.

The Coaches are modelled on the very latest L.M.S. standard corridor stock used for main line working. One of them is a first-third, and the other a brake-third with guard's and luggage accommodation at the rear end. These Coaches are particularly attractive; they have real cut-out windows glazed with celluloid inside. Another feature that adds to the realism is a corridor partition inside each Coach. Automatic couplings are fitted. The Locomotive is not supplied with Clockwork mechanism.

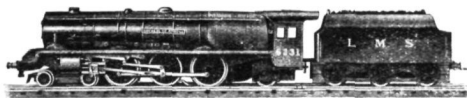


The components of the above Train Set are obtainable separately at the following prices:

EDP2 Hornby-Dublo Electric Passenger Train Set, L.M.S. contains Locomotive "Duchess of Athol" (automatic reversing) Tender, first-third Corridor Coach, brake-third Corridor Coach, seven Curved Rails, one Curved Terminal Rail and two Straight Rails. The Set includes Dublo Controller No. 1 for use with Dublo Transformer (for A.C. mains) or D.C. Converter (for D.C. mains) Transformer or Converter not included

Price 190.

EDLT2 Hornby-Dublo Electric Locomotive (Automatic Reversing) and Tender L.M.S. ... Price 88/6
EDL2 Hornby-Dublo Electric Locomotive L.M.S. (Automatic Reversing) without Tender ... Price 75/-
Hornby-Dublo Tender D2 L.M.S. ... Price 13/6
Hornby-Dublo first-third Corridor Coach, D3 L.M.S. Price 15/-
Hornby-Dublo brake-third Corridor Coach, D3 L.M.S. Price 15/-
Dublo Controller No. 1 (for use with Dublo Transformers or D.C. Converter) ... Price 45/-



EDLT2 Hornby-Dublo Electric Locomotive (Automatic Reversing) and Tender Price 88/6

production. "0" gauge electric trains returned during early 1949 but appeared in only one grade in limited numbers and disappeared after Christmas 1950. Four types of bogie "0" gauge rolling stock were available briefly during this period.

The accent in model railways now stood in favour of the smaller OO-HO size sets. Accordingly the pre-war electric "00" sets, with slight alterations, reappeared in Sydney during November 1948 with a third model available consisting of a L.M.S. 4-6-2 locomotive "Duchess of Athol" with six wheel tender and two bogie passenger cars. The Australian 1939-40 catalogue featured the "Duchess of Athol" as a new release in a single funnel design but recent British articles on this subject doubt the existence of this train set in commercial quantities until after the war. The clockwork sets in this small gauge as well as the Meccano aeroplanes and motor car outfits, the junior Meccano range, Kemex and Elektron outfits and the Dolly Varden houses were all wartime casualties and did not return to the post war markets.

The Hornby speed boat models, the Dinky Builder and a new plastic architectural set known as "Bayco" were listed in the 1948 catalogues while a larger scale set of road vehicles known as "Super Dinky Toys" were released towards the close of 1949.

Competition

Meccano's products now faced competition from German, Japanese, American and Italian manufacturers from which some protection had been afforded during the 1930's due to Empire Tariff Barriers, while competition to the Dinky Toy series emerged in England with the appearance of "Matchbox" and "Corgi" die cast models.

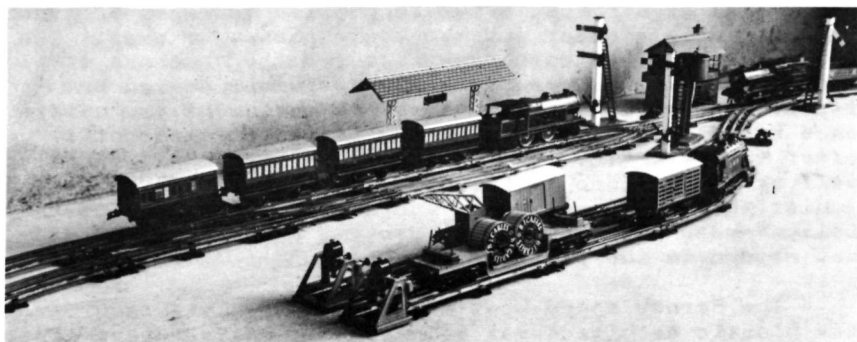
This competition caused a major change in the "00" (3 rail) electric railway sets. By 1957 the three loco. models had been extended to six and during 1959 duplicate items in a two rail electric system were launched. The three rail series was withdrawn from the Australian price lists in 1962.

Company Reorganisation

During May 1965 the old Meccano Company came to an end. With the death of Mr. Roland Hornby and with growing competition from English rival undertakings the sensible step was taken to amalgamate Meccano products with the Lines Brothers-Triang-Rovex group. With this amalgamation Meccano sets continued to be produced at Binns Road, Liverpool, but the "0" gauge clockwork railway sets, the Bayco construction kits together with the speed boat series were removed from the Australian price lists after 1965. The "00" train sets were now retailed as "Triang-Hornby" while Dinky Toys continued much as before the merger. The Dinky Builders seemed to have been removed from the retail scene by 1955.

Present Range

During 1954 new instruction manuals and some new parts appeared in the Meccano series while during the mid 1960's the old descriptive construction books were replaced by multi exploded diagrams and vividly coloured parts. A welcome addition was launched in 1966 in the form of



Prewar Hornby 0 gauge electric trains showing a 4-4-2 tank engine, an 0-4-0 "Special" tank engine and an 0-4-0 tender locomotive from the Ben Parle collection.

"Plastic Meccano" for youngsters available in sets "A", "B" and "C" as well as "Sprockets" and "Gears" sets. During 1968 and 1969 the old 0 to 10 range of Meccano sets continued but boxed under subject titles, for example set 7 - "Mountain Engineer's Set", but during 1970 this situation gave way to a return of a general range again, but with the withdrawal of the old set No. 9 the remaining numbers have been elevated by one so that the series is now labeled 1 to 10.

Accessories now include clockwork motors, electric motors, hand generators, a steam engine and a number of special accessory sets. The new instruction books have coloured diagrams corresponding to the vivid colours of the actual parts.

Many of the "00" Hornby locomotives are still available under the "Wrenn" trade name. So although the Hornby-Meccano range today is not as comprehensive as that for 1938-39, the items available are still as popular as ever, and, we trust, will continue to be the initiators of interest in our railway and tramway hobby for many years to come.

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Messrs. C. Campbell, O. Waring (Sales Marketing Manager, Australia, for Meccano-Triang Ltd.), B. Parle, D. O'Brien, B. MacDonald, J. Shoebridge, J. Green and K. Anderson (former Manager of Walther & Stevenson Ltd.).

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"Model Railway Engines" by J. Minns.
"History of British Dinky Toys" by C. Gibson.
"Popular Mechanics" for October 1923.
"Children's Toys Throughout the Ages" by L. Daiken.

This treatment was not solicited by the Meccano company but has been prepared as a study in "Industrial Archaeology" of a product which has become a household word and an institution in our society.

Back Page: Portrait of Perth G class 38. Formerly Kalgoorlie Electric Tramways Ltd. no. 19, it was built by J.G. Brill & Co. in 1902 and had Brill 27E trucks. Its capacity was 56 seated passengers with a standing load of 76. It was scrapped in the early 1950's.

