

Trolley Wire

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SOUTH PACIFIC ELECTRIC
RAILWAY CO-OPERATIVE
SOCIETY LIMITED
BOX 103 G.P.O. SYDNEY

ARSON AT MUSEUM. In the January-February 1960 edition of "International News Sheet of Railway Museum Activities" printed by the Willamette Electric Railway Association of Oregon U.S.A., a very forceful editorial was presented entitled "Them or Us". With the demise of most tramway systems in U.S.A., museums, similar to our own venture, have discovered that those individuals of dubious mental health have been forced to turn to museums, when at one time they could operate on the regular tramway systems with their vandalism. The article concluded that when such social parasites are detected, no museum would refrain from "throwing the book" at them in court.

Apart from some juvenile vandals, from whom we were compensated through court action, we little thought that we would be victims of a criminal of moronic class.

On Saturday night, November 3rd, an attempt was made to break into our depot building. This effort failed, On Saturday evening, November 10th, armed with regular burglars' tools this individual gained entry and after setting up combustible material soaked in kerosene, set alight to a fire in "N" car 728 and at the depot door on No. 1 road. Fortunately no damage was done.

The question arises as to whom could be the culprit. A member of the community with an unbalanced mind is believed to have set fire to patches of bushland in the Royal National Park recently near Heathcote. Perhaps he is now trying his hand at tramcars which are more

(continued on page 2.)

(Continued from page 1.) ... combustible than foliage. On the other hand we are all aware of the jealousy our sound and rapid progress has brought about in the tangled minds of some Sydney enthusiasts. How these individuals can decry our progress when their aims were the retention of tramways in Sydney is not apparent to normal people. However with their unbalanced sense of values such an act as arson could perhaps seem justified.

Two of our members challenged an intruder inside the depot building on Sunday morning, November 11th at 8-40am, but his excuse for this mysterious behaviour seemed plausible at that moment and after establishing his identity, the intruder was allowed to depart.

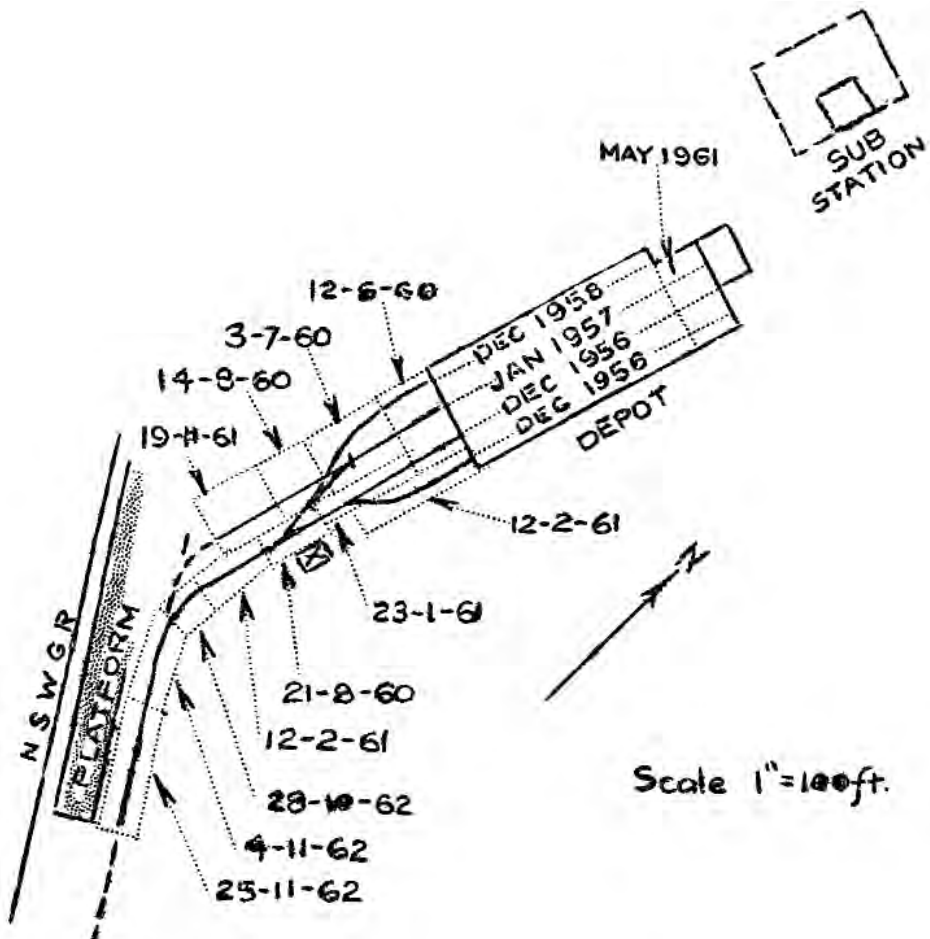
The detectives attached to Sutherland Police Station were immediately informed of the unsuccessful fires, and are now conducting intensive investigations (with the depot under constant surveillance.) The burglar alarms which were disconnected on the completion of the depot roof have been reconnected, and further devices have been fitted to discourage unlawful entry into the building.

We can do no more.

A major fire would be tragic after the hours of labour which have been devoted to the rejuvenation of our exhibits. **HOWEVER, SUCH A FIRE WOULD NOT PUT US OUT OF THE TRAMWAY BUSINESS.** The time to declare war is now. With the co-operation of the police force the possibility of further misdemeanours by a fire bug is reduced, but only stern attitudes and termination of dubious acquaintanceships with those "enthusiasts" who fall in the jealousy class can reduce the possibility of attacks from that quarter.

REMEMBER – IT IS "THEM OR US."

TRACK EXTENSIONS. For some time we have intended printing a track map of our museum as an historical record of our progress since the first length of rail was laid in early December 1956. By running extra pages in this news sheet this month we are at last able to do just that. When you receive your next copy of "Trolley Wire" the main line extension would have disappeared right off the page!



The Chairman of the Board, the Manager, Assistant General Manager and directors wish all members the “compliments of the season” and thank them for their co-operation throughout the last 12 months. Remember, the stage is now set for solid progress during 1963, which will most certainly result in electric operation. Only your continued support and generous donations can help attain this long sought goal.

MEMBERSHIP NUMBER ALTERATION. There has been some reorganisation of membership numbers. Those altered are as follows:- (New numbers appear below.)

- | | | |
|-------------------|-------------------|------------------|
| 7. Reed N. | 8. Keenan D. | 9. Craig B. |
| 10. Davies E. | 11. Tooker B. | 12. Perry A. |
| 14. Nyman L. | 15. Lambert P. | 16. Gordon L. |
| 17. Jackson, R. | 18. Adkins J. | 19. Greenwald D. |
| 20. Winney, K. | 21. Shoebridge J. | 22. Tuffnell W. |
| 23. Woodside C. | 24. Costello D. | 25. Glenn T. |
| 26. Clark J. | 27. Kahn P. | 28. Solomons V. |
| 29. Manning C. | 30. Fairless D. | 31. Martin, K. |
| 32. McLaughlan R. | 33. Clark. H. | 35. Parker P. |
| 36. Hall R. | 37. Craig J. | |

Members 1 to 6 unaltered.

Members 40 to 90 unaltered.

These numbers now give a true indication of the seniority of members and all are calculated from 29th April 1959, the day on which we were registered as a Co-operative Society.

“A CENTURY OF N.S.W. TRAMCARS – Vol 1.” Although our printers promised August delivery, the book “A Century of NSW Tramcars” is still not in our hands. This late delivery is most unfortunate, however we have been more than pleased with the quality of the proofs and trust that subscribers will judge the production of a high enough quality to compensate for this delay.

DECEMBER GENERAL MEETING. The December General Meeting will be held as announced in the last issue of this news sheet, on Friday December 14th at 8 pm at the Devonshire Street Railway Institute, Sydney.

SUB STATION. After completion of the cement rendering on the exterior walls of our sub station building on 11th November 1962, work commenced on the fitting of the steel roof and the erection of a roller shutter door. We are pleased to announce that the building is now completed and the electrical gear will be transferred into its permanent home during the second weekend in December.

Work is progressing at a favourable pace with the erection of the poles on the adjacent transformer yard. The sub-station experts feel that it will take about four months to wire up all the sub station apparatus.

RAILWAY REGULATIONS. At the Board Meeting of November 4th, your directors finalized the operational regulations for the future safeworking of the museum. These have been based on regulations once used by the NSWGT, as well as other tramway operators, and are well tried. Prior to the inauguration of regular operation, the book of regulations will be on issue, and all members directly concerned with the smooth operation of the project will have to be thoroughly conversant with these rules.

DISPOSAL OF SURPLUS RAIL. The surplus rail removed from the grounds of the former Randwick Workshops in our recent burst of labour, has been sold. This will provide the museum with almost enough finance to see the highlight of our plans ... electric operation ... become a reality.

This, however, is only one stage of our development. We next have to pass onto a “consolidation stage”. This will entail the rebuilding of portion of our depot building to provide better amenities for ourselves and better protection for our exhibits. In addition an active programme of regular painting and maintenance will have to be faced on our rolling stock, trackwork, and associated items, so 1963 will not result in the introduction of an era of rest. Our project must go ever onwards.... The moment we feel our tasks are finished, then the prosperity of our project will decline.

TRACK EXTENSIONS. On Friday October 26th, about 26 tons of the rail we recently lifted at Randwick arrived at our museum. The following day our track laying group was hard at work setting down the curve leading to the tramway platform, adjacent to the railway station on the NSWGR Royal National Park branch railway. By the time you receive this, the single track main line will have reached the southern end of the platform and heading away from the depot yard at a rapid pace. With favourable weather conditions the track crew expect to lay, level and pack 60 feet of trackwork each weekend.

Hard on the heels of the track laying gang is the overhead group. The first of the side brackets on the extension was erected during late November, with the aid of “P car 1497 roof as a work platform.