



Newsletter of the Australian Society for History of Engineering and Technology

Update on the future of the Powerhouse Museum

ASHET News for October 2016 contained an article on the Powerhouse Museum that included a section on the proposal to move the museum to Parramatta and sell the land at Ultimo on which it is currently located. It is available as a pdf that can be read on line or downloaded at <http://ashet.org.au/newsletter/>. Since then little has changed.

So far as we know, the Board of Trustees of the Museum of Arts and Sciences (MAAS) is still planning to submit its report on the business case for moving the museum to Cabinet in February 2017. MAAS has recently advertised a new temporary part time position of New Museum Project Coordinator to collaborate across a wide range of stakeholders. Applications close on 16 January 2017, details at <https://maas.museum/careers/career-opportunities/>.

The Legislative Council Inquiry into museums and galleries appointed in 2016 is considering in particular the plan to move the Powerhouse Museum to Parramatta, and is now expected to submit its report by 30 March 2017. Details of the Inquiry including transcripts and copies of submissions are available online at <https://www.parliament.nsw.gov.au/>

History of Australian lighthouses

Australia's first lighthouse was built two hundred years ago on South Head at the entrance to Sydney Harbour on the instructions of Governor Lachlan Macquarie, after whom it is named. It was first lit in 1818. The original lighthouse deteriorated rapidly, a consequence of the poor quality sandstone used in its construction, and it was replaced by the present one in 1881. The original lighthouse was demolished soon afterwards.

An article on Australia's lighthouses was written by Ian Arthur, with the intention that it would be published in this issue of ASHET News. However it turned out to be too long for publication in ASHET News and rather than cut it down it was decided to publish it on the ASHET website and link it to this note.

The article *Australian Lighthouses* is on the ASHET website at <http://ashet.org.au/lighthouses/> from which it can be read on line or downloaded as a pdf.



Old and new Macquarie lighthouses in 1883

Anniversaries of historic events on New South Wales railways

ASHET committee member John Roberts, who has a special interest in railway history, has contributed these two news items about historic events sixty and eighty years ago.

First electric underground railway in Australia opened 90 years ago on 20 December 1926

The railway line from Sydney Central Station to St James Station was opened as the first electric underground railway in Australia 90 years ago, on 20 December 1926. Three existing sections in Sydney were opened for electric trains before this. They were Sydney to Oatley opened on 1st March 1926 when only 1 electric 6 car train was ready for service, the train running to the existing slower steam train times. As more carriages were delivered later that year more services were converted to electric operation.



Early Sydney electric train

From 16th August electric train services were extended from Oatley to Sutherland using the gauntleted track on the old Como bridge. The 24th October saw the first electric train service from Sydenham to Bankstown.

To celebrate the 90th anniversary of these events, the Australian Railway Historical Society held their annual Christmas party at The Loftus Tramway Museum on Sunday 11th December, using the recently restored to service vintage 4 car single deck electric train F1 to convey members and guests from Central to Central via Wynyard and St James and on to Bankstown, reversing to Sydenham, reversing again to Waterfall, with a few minutes stop at Oatley on the way. From Waterfall the train returned to Loftus. Set F1 consists of 2 power cars C7396, C3218, trailer car T4527, and a much altered power car C3426 which in original condition, on 19th March 1932 led the official train for the opening of the Sydney Harbour Bridge.

Last steam locomotive in Australia entered service 60 years ago on 2 January 1957

Garrat locomotive 6040, the last steam locomotive to enter service on the NSW railways, entered service 60 years ago on 2nd January 1957. This loco was not the last in the class, 6042 the last in the class entering service on 21st August 1956. The original orders were for 50 locomotives but due to a policy of dieselisation later locomotives were delivered incomplete or never assembled, with the last 3 being cancelled completely.

The first of the Garrats in service was 6002 on 30th July 1952, so the deliveries were somewhat drawn out. 6040 only had a short working life being condemned on 17th November 1967, but is preserved in non working order at the Transport Heritage NSW museum at Thirlmere near Picton. ▶

Next ASHET events

Tuesday 28 February 2017

Talk by Philip Guilfoyle

Case Study: 1914 Grand Prix Delage – Resurrecting a Sole Survivor

This is the story of the resurrection of the only surviving 1914 Grand Prix Delage car in the world – a vehicle of technical and historical significance – using digital technology and additive manufacturing to re-manufacture the engine block casting.

These methods can be applied to other low volume or specialised projects.

Phil Guilfoyle, the 1914 GP Delage Project Manager, is an Industrial Designer with 28 years' experience in engineering and R&D management. He is an independent consultant (Vintage Restoration Management Pty Ltd), focusing on heritage automotive projects. His goal is to capture opportunities presented by digital technology and apply them to vehicle restorations.

Working for Australian manufacturers (Rheem, Miller, Sunbeam, Victa), Phil has developed many products and a broad range of industrial processes.

He has a Degree in Industrial Design (UTS 1988) and a Post-Graduate Diploma in Technology Management (MGSM 1996), and is a regular guest lecturer.

Venue: History House, 133 Macquarie Street, Sydney

Time: 5.30 for 6 pm

Cost; Includes light refreshments on arrival; RAHS and ASHET members \$10, others \$12

Bookings: phone RAHS on (02) 9247 8001 or email history@rahs.org.au



Photo of the Delage, via Phil Guilfoyle

Thursday 30 March 2017

Talk by Kerrie Dougherty

Woomera and the Anglo-Australian Joint Project

Woomera Rocket Range! Once it was a name synonymous with high-tech weaponry, Cold War intrigue and the excitement of spaceflight. To mark the 70th anniversary of the establishment of the Woomera Range, space historian Kerrie Dougherty will present an overview of its origin and operation under the Anglo-Australian Joint Project for guided weapons development, from 1947-1980. She will also discuss some of the security issues surrounding Woomera and how the missile research there drew early space-related projects to Australia in the 1950s and 60s.

Kerrie Dougherty is an independent space historian, author and freelance curator. Formerly Curator of Space Technology at the Powerhouse Museum, with over 30 years' museum experience, Kerrie is also a lecturer in Space and Society studies for the International Space University. A Member of the International Academy of Astronautics, she also serves on their History of Astronautics Committee. In 2015 she was the winner of the Sacknoff Prize for Space History.

Venue: History House, 133 Macquarie Street, Sydney

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Photo from Kerrie Gougherty: Bristol Bloodhound tested at Woomera



Locomotive 6040

6042 hauled the last official steam train on the NSW-GR, a very short passenger train from Newcastle to Broadmeadow on 2nd March 1973. It has subsequently been preserved as have 6029 and 6039. 6029 was preserved in Canberra and restored to working order by

ARHS ACT Division. It is the heaviest working steam locomotive in the Southern hemisphere. Unfortunately ARHS Canberra has gone into provisional liquidation and 6029 is now at Thirlmere. ■

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