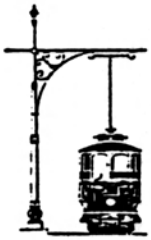
Supplement to TROLLEY WIRE



South Pacific Electric Railway

CO-OPERATIVE SOCIETY LIMITED

SYDNEY TRAMWAY MUSEUM PRINCES HIGHWAY, LOFTUS NSW

Postal Address: GPO Box 103 Sydney 2001 Telephone: (02) 542 3646

SPER NEWS

JANUARY, 1990

NEW SERIES No.52

WORKS REPORT

Work on the scissors crossover was sufficiently advanced by 25 November to permit it to be used by Overhead Line Car 99u for an inspection of the as yet unused Up Main line for its entire length. Further use was made of the crossover on 2 December, when R1 1979 was shunted to the Up terminal track at the Railway Square waiting shed.

However, the condition of the rails on the facing section of the scissors crossover, even as far back as November 1958, when it was last used in service at Rozelle depot, has been very poor and a few low speed derailments have occurred while negotiating the facing crossover, mainly with interstate cars.

Consequently, the decision was made by Mike Giddey and Brian Muston, who have been in charge of the project, to rebuild the defective sections, as was done with other sections prior to the opening of the Museum. While this will further set back the provision of the second terminal track at the Railway Square waiting shed, it will avoid the inevitable problems of derailments in future. Mike and Brian's proven expertise in construction of special work will ensure that once the reconstruction is complete, the crossover will be as good as new. The only remaining portions of the original scissors crossover will then be the four sets of points.

Work recommenced on completion of the inspection pit on Road 2 of the Display Building, following the necessary delay to allow the concrete to cure and by 23 December, the track had been laid and P.C.C. 1014 was able to be moved over the pit for a long awaited routine inspection and servicing.

A start has been made on the laying of track for Rawson Loop, which is located between Pitt Street and the Army Crossing. Although this facility will not necessarily be commissioned at this stage, the imminent construction of a level crossing for the T.A.F.E. college at that location has required the track to be laid now, to avoid problems in the future.

Progress is now being made on the restoration of R1 1971, which is being partly funded by a Heritage Council grant. A professional carriage builder is being employed on this project and while the condition of the car is worse than at first thought, as a result of the roof damage occasioned prior to our obtaining the car and the subsequent years of open storage at the old site, the car is repairable and will eventually be a welcome addition to our traffic fleet.

We have been fortunate in gaining the services of a very competent signwriter through the Community Service Order scheme and numerous new signs and further old style tramcar roof advertising boards have been reproduced as a result. Recent additions to the roof advertisements have been "Bushell's Tea" and "Vykarol Motor Oils" with further 1930's advertisements being considered.

R1 1933

After many years of representations to the State Transit Authority and its predecessors, in regard to possible acquisition of the body of R1 1933, we were advised by the S.T.A. Area Manager, East on 3 January that the car was no longer required and that if we still wanted it, we had three weeks to move it.

Arrangements were made at the Museum on Saturday, 13 January, to accommodate the car, which included preparation of a spare set of trucks on which to place the body and the car was moved by road to the Museum on Friday, 19 January.

Although we already have three R1's, 1933 is the missing link between the "R" and pre-war "R1" design and completes our collection of Sydney Corridor Cars.

Cars 1933 to 1937, inclusive, were the last five of the order for 200 "R" class cars and were modified during construction, following complaints about the low seating capacity of the "R" type design. This modification involved the provision of only one centre door, in lieu of the two in the "R" design and a consequent increase in seating capacity from 48 to 56. These cars were classed "R1" but differed from later "R1" cars by retaining the longer "R" drop centre and having unusual window spacing.

After withdrawal from service, 1933 became a first aid instruction room at the Randwick Bus Depot and had a roof built over it to protect its own roof. A few rusted panels will need to be replaced but otherwise, the body and roof are in quite good condition, in view of the car's 30 years of outside storage.

The major problem in moving the car was the location of some three phase power lines above it, which required the car to be moved clear of them. Once this was done, the crane was then able to easily lift the body onto the waiting trailer.

Our thanks are extended to Mal Macaulay, Laurie Gordon and Peter Hallen for their efforts in preparing the car for lifting at Randwick in the days prior to its movement and to other members who helped on the day of the move to Loftus.

MEMBERS' DAY

As advertised in the November issue of SPER NEWS, a feature of the 1989 Members' Day, held on Saturday, 2 December, was to be a lineup of all available trafficable trams and a total of 16 cars travelled down the Main line as far as the Army level crossing. On their return, an official photo was taken from the Display Building roof. This was last done at the old site many years ago. Unfortunately, putting the cars away afterwards is not yet as easy as it was at the old site and some delay was caused on this occasion.

Our two "O" cars, 1111 and 1415 (ex-1030), once again operated as a coupled set after a break of seven years, while the two cars were at different sites.

Santa Claus was noticeably thinner this time, possibly after having had a lean year but he still came through with bags of sweets for the children. Our thanks to Dennis O'Brien for getting Santa to appear at short notice.

Thanks also to the usual group of members' wives who prepared and served the afternoon tea for the adults and the drinks and ice creams for the children.

The day ended appropriately with a barbecue at the Lakewood Park picnic area.

NEW MEMBERS

The Board of Directors and Members of the Society extend a welcome to the following new members:-

580 : Lorraine C. Allerton
581 : Sharon E. Kerry
582 : Anthony V. Dennis

UNIFORMS

As mentioned in the November issue of SPER NEWS, all members of our Operations Staff are required to equip themselves with the approved uniform by 31 January. This has been considered necessary to overcome the increasingly prevalent situation, where some members have been turning up for duty wearing little, if any of the uniform, thereby creating a most unsatisfactory image of the Museum in the eyes of our visitors. First impressions are generally the most lasting ones and neatly attired, uniformed personnel convey the impression of staff who are efficient and who take an interest in what they are doing.

The authorised uniform is now brown trousers, shorts or skirt, brown jacket, tie and cap and a beige shirt but the previous shirt and tie will still be acceptable until due for replacement.

Further enquiries into prices and supplies of the uniform have disclosed that all items are still available from the original supplier, Joseph Dahdah and Co., 266 Cleveland Street, Surry Hills 2010 (between Chalmers and Elizabeth Streets), telephone 699 4613, at considerably less than the cost of the King Gee product, for personal shoppers only. Bankcard accepted.

Examples of prices from Dahdah and Co are:-

ITEM	PRICE
Brown long Broadway tie	$ 8.50
Long sleeved beige shirt	$17.75
Long brown trousers	$29.95

We seek the co-operation of all Operations staff in this regard.

BONDI/BRONTE 30th ANNIVERSARY TOUR AND SPECIAL OPERATING DAY

Arrangements are now nearing completion for a special day at the Museum to mark the 29th Anniversary of the closure of the Sydney tramway system and the 30th anniversary of the closure of the Bondi and Bronte lines, to be held at the Museum on Sunday, 25 February. This will be a combined operation with the Historic Commercial Vehicle Association, with trams operating as normal but with the added attraction of historic buses operating between Sutherland and Engadine.

A special admission charge of $6.00 adults and $4.00 child/concession will apply on this occasion, to cover the additional cost of operation of the buses and the day's revenue will be shared with the H.C.V.A..

It is intended that only Sydney trams will operate on this day.

The Historic Commercial Vehicle Association also has plans for a bus tour over the former Bondi and Bronte tram routes on the preceding Sunday, 18 February. Details may be obtained from the H.C.V.A. or Peter Kahn.

VACANCY - MAIL ORDER OFFICER

Due to a change of employment, Paul McDonald is no longer able to handle the Society's Mail Order business and we are now looking for a member with the time and enthusiasm necessary to take over this interesting and important position.

The person filling this position will be required to attend to the receipt and despatch and invoicing of mail orders for books, magazines, etcetera, available through our Sales and Publishing Section and written application should be made to the Board of Directors at P.O. Box 103, SUTHERLAND 2232.

COTMA CONFERENCE

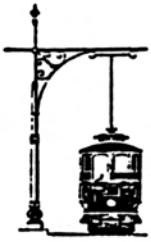
The next Bi-annual Conference of the Council of Tramway Museums of Australasia is to be held in Wellington, New Zealand, from Friday, 1 June, until Tuesday, 5 June, 1990 and full details will be advertised to members as soon as they become available. Conference fees have not yet been established but members interested in attending the Conference are requested to advise Dick Jones or David Rawlings either verbally, or by writing to G.P.O. Box 103 SYDNEY 2001. and Registration Forms and full details will be forwarded when available.

Some alterations to the programme advertised in Trolley Wire have been made and for the benefit of delegates and others attending the Conference who wish to see some of the scenic beauty of the Wellington area (apart from the suburban electric train system and the Southern Hemisphere's largest trolley bus system) and also some of the beautiful South Island of New Zealand, Richard Gilbert of the Ballarat Tramway Preservation Society, is organising a tour to follow the Conference. Two options are available, of one or two weeks duration. Details are as follows and if interested, please also advise Dick or David:-

Friday, 1 June:-	Depart Sydney for Wellington 0800 or 10.50. (Evening) Conference Registration and informal gathering.
Saturday, 2 June:-	(Optional) Rail trip to Palmerston North and steam hauled trip through Manawatu Gorge.
Sunday, 3 June:-	Conference.
Monday, 4 June:-	Conference and visit to Wellington Tramway Museum.
Tuesday, 5 June:-	C.O.T.M.A. Bi-annual General Meeting and Closing Dinner.
Wednesday,6 June:-	Tour of Trolley Bus System and ride on Cable Car.
Thursday, 7 June:-	(Optional) Open day at Wellington Tramway Museum and visit to Trolley Bus Museum at Foxton.
Friday, 8 June:-	Ferry to Picton and train to Christchurch.
Saturday, 9 June:-	Visit to Tramway Historical Society, Ferrymead and social evening.
Sunday, 10 June:-	Ferrymead and possible bus trip of former Ch'ch tramways. (Option 1 travellers return home Sunday night)
Monday, 11 June:-	Train to Dunedin and trip on "Taieri Gorge Limited".
Tuesday, 12 June:-	Ride Ocean Beach Tourist Railway and train to Invercargill
Wednesday,13 June:-	Bus to Queenstown.
Thursday, 14 June:-	Tour Queenstown and cruise on steam ferry "Earnslaw".
Friday, 15 June:-	Bus to Christchurch either via Mt. Cook or Dunedin.
Saturday, 17 June:-	Train to Arthur's Pass and Greymouth and return.
Sunday, 18 June:-	Day at Ferrymead then return to Sydney at 1655 or 1830.

Approximate costs: Option 1 - $720; Option 2 - $1300 (including air/rail fares and twin share accommodation but not Conference fees).

Supplement to TROLLEY WIRE



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SPER NEWS

MARCH, 1990

NEW SERIES No.53

WORKS REPORT

The dismantling of the defective portions of the scissors crossover commenced soon after the decision was made to undertake this work and all that remains now is the four sets of points and the Down Main line track and frogs which had been rebuilt prior to the opening of the Museum.

The first portion to be reconstructed will be the facing point, which will permit the use of the second terminal track at Railway Square. This will be followed by the trailing point and finally the straight (future Up Main) portion. Work has already commenced on the first stage.

Construction of the T.A.F.E. College on the Sutherland side of Pitt Street and alongside our Main line is continuing and following the discovery of damage to the Main line on 11 February, caused by earthmoving equipment crossing the line, it has been found necessary to carry out a track inspection each Saturday. This matter has been taken up with the T.A.F.E. Site Foreman.

Two track panels were constructed on 10 February for use on the Main and Loop lines at the Rawson Loop site for the T.A.F.E. College level crossing. After traffic on Wednesday, 28 February, the track was broken at the level crossing site, the concrete base was poured on Friday, 2 March and the new track panels were laid in position and secured on Saturday 3, in preparation for the laying of concrete to rail head, which was carried out on 15 March.

Norm Chinn has again been active in the paintshop, with new arrival R1 1933 receiving a repaint almost before the dust settled. Norm and Bill Denham have been researching tramcar colour schemes for several years and 1933 has been painted in two colour schemes which either had been planned, or could have eventuated. These are merely protective coats until the opportunity arises to restore the car for traffic.

An inspection of 1933 has disclosed that the car is in extremely good condition, having been well maintained for its past 30 years of inactivity. The corrugated iron roof fitted at Randwick has served its purpose well, as the interior ceiling is in perfect condition. The only visible "bad spots" are one damaged bumper and some rusted panels, which are easily replaced. The drop centre doorway has been panelled over and all mechanical and electrical equipment was removed when the car was withdrawn about 1959. Seats were retained in one end, which will help considerably when restoration commences.

Good progress continues to be made on the restoration of R1 1971, with work so far being concentrated on the roof, which is nearing completion. Canvassing of the roof will soon commence and the tongue and groove interior ceiling lining and replacement of the fascias will follow. A major reshuffle took place in the workshop on 10 March to allow better access to the car and some attention was given to the side panels.

Geoff Olsen and Peter Hallen have recently been working on the extension of power and other services to the Railway Square waiting shed and the building trades apprentices have been continuing the restoration work.

ANNUAL GENERAL MEETING - ELECTION OF DIRECTORS

Nominations are now being accepted from elegible members who wish to stand for election to the Board of Directors at the Society's Annual General Meeting, which will be held at the Loftus Community Hall, corner of Tenth and Loftus Avenues, Loftus (opposite side of railway line to Museum), on Saturday, 23 June, 1990, commencing at or about 1.30 p.m..

To be elegible for election to the Board of Directors, a member must satisfy the following requirements:-

1. He/she must be a financial member of the Society, with all current financial requirements fully settled at the time of the election.

2. He/she must lodge his/her nomination with The Secretary, C.P.O. Box 103, SYDNEY 2001, not later than 1.0 p.m. on Wednesday, 9 May, 1990. Such nomination must bear the nominee's own signature, as well as those of the nominator and seconder, both of whom must satisfy the requirements as set out in Part 1 above for the nominee. Any nomination received after 1.0 p.m. on Wednesday, 9 May, 1990, WILL NOT be accepted.

3. The members nominated for election, as well as the nominator and seconder, must be at least 21 years of age.

4. The nominee must hold at least two (2) shares and must be prepared to accept any position on the Board of Directors, if elected.

Directors retiring in accordance with the Rules of the Society are Messrs. Robert W. Cowing, Paul E. McDonald and William S. Parkinson.

For the benefit of country, interstate or overseas members, who may be unable to attend the Annual General Meeting, provision has been made for postal voting Any member who is elegible to vote and who will be unable to attend the Annual General Meeting in person, may obtain a postal voting form upon making written application to:-

The Returning Officer
S.P.E.R. Co-op Society Limited
68 Botany Street
RANDWICK 2031

Applications for postal voting forms MUST be accompanied by a stamped self addressed envelope and must be received by the Returning Officer no later than 25 May, to allow sufficient time for mailing of the ballot paper and for the return of same to the Returning Officer, prior to the Annual General Meeting.

In accordance with the Co-operation Act, only members 18 years of age and over are elegible to vote at an election.

Richard S. Jones
HONORARY SECRETARY

NEW MEMBERS

The Board of Directors and members of the Society extend a welcome to the following new members:-

583 : Francis P. McQuade
584 : Alan C. Ball
585 : Philip R. Irwin
586 : Ross A. Stell

30th ANNIVERSARY OF THE LAST BONDI AND BRONTE TRAMS

The special operating day to commemorate the 30th anniversary of the last trams to North Bondi and Bronte Beach and also the last regular operation of the "P" class cars took place as planned on Sunday, 25 February and thanks to Peter Kahn's propaganda machine and the assistance of the Historic Commercial Vehicle Association, we received good publicity on radio and in all major newspapers.

As a result of the publicity and the added attraction of the H.C.V.A. buses, we had a most successful day, with approximately 680 visitors paying at the gate. Buses operated a frequent service between 10.0 a.m. and 5.0 p.m. while our trams operated a basic 20 minute service, with two cars being required on each trip between 11.20 a.m. and 3.40 p.m.. Sydney cars P 1497, L/P 154 and R 1740 ran the service, while O 1111 was on display on the Depot Main line.

Our rostered staff was fortunately boosted by additional Operations staff who turned up for the occasion and at the peak time, we had three drivers and four conductors in operation, plus additional display staff.

By the end of the day, the kiosk was looking quite bare, as sales there were brisk throughout the day, encouraged by the rather warm weather.

Our thanks go to the regular and additional staff who operated the Museum on this occasion. Everything went off without a hitch, except for the shortage of coffee and tea cups. It was then a case of "let them drink Coke".

We must also thank the H.C.V.A. for their co-operation and we look forward to further joint operations in the future, particularly for the 30th anniversary of Sydney's last tram in February, 1991.

CREW TRAINING

During the past two Operations Roster periods, which covered the Christmas holiday period and the Easter holidays, a heavy burden was placed on the members of our Operations Staff and in some cases it was not possible to fill all positions. Our minimum requirement for a normal Sunday is two Conductors, two Drivers, Starter, Duty Officer, Display Officer, Museum Guide, Bookshop and Kiosk Attendants, a total of ten members.

Vacancies always exist for all of the abovementioned positions and additional assistance from all members, new and old, not currently on the Operations Staff would be most welcome.

Training courses are being held continuously for new Conductors and Drivers and and for P.C.C. car operators when sufficient applications are received from existing qualified drivers, due to the nature of the training course. Members who are desirous of commencing training for any of these positions should write to the Crew Training Committee at P.O. Box 103 Sutherland 2232.

FARE INCREASE

Operations Staff members are advised that the Adult admission charge will be increased to $6.00 effective from Sunday 1 April. The Child/Concession and Group Concession rates will remain at $3.00 and $4.00 respectively. This increase was one of the recommendations of the recent Operations Meeting.

NEW ITEMS AT THE BOOKSHOP

A new range of souvenir T-shirts featuring P.C.C. car 1014 is now in production and these should be on sale by 1 April. The retail price has not yet been decided. These bear the message "I Rode a San Francisco Tram at the Sydney Tramway Museum".

A new series of postcards is in preparation and should also be available soon.

1990 COTMA CONFERENCE - WELLINGTON, NEW ZEALAND

The Society has not yet been advised of the final costs of the Conference but tentative information received to date is that the cost for accommodation from Friday night 1 June until Friday morning 8 June, all meals and various outings and tours will be approximately $500.

Don Campbell has advised that the air fare applicable to the period 22 April to 8 September inclusive is $469.00. The Low Season fare previously applicable from 1 June has been discontinued. Payment must be made at least 45 days in advance of the date of travel and once the ticket is issued, it will only be valid for the flights for which it has been arranged. Minimum stay in New Zealand is 6 days and maximum 21 days. Members travelling to the conference will therefore be required to pay for their air travel by 17 April. For further information and bookings, contact Don at the Qantas Liverpool office on 821.1122. Conference booking forms will be forwarded as soon as they are received and application for these should be made NOW to Dick Jones by phone at work on 219.4425, at home on (046) 25.6872 or in writing to G.P.O. Box 103 SYDNEY 2001.

Those members wishing to take the tours being organised by Richard Gilbert of the Ballarat Tramway Preservation Society, as advertised in the last issue of SPER NEWS and in the February issue of Trolley Wire should also contact Dick Jones for further information, or write direct to Richard Gilbert.

ADDITIONAL OPERATING DAYS

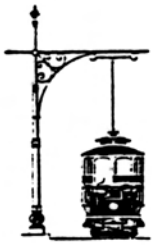
The Museum will be open to the public on Good Friday, Easter Saturday, Sunday and Monday from 10.0 a.m. until 5.0 p.m..

UNAUTHORISED OPERATION OF TRAMCARS

Operations Staff are reminded that only authorised drivers are permitted to operate the Society's tramcars. Members authorised as Trainee Drivers are not permitted to operate any tramcar unless they are accompanied by an authorised Driving Instructor or Senior Driver (Grade 6). This includes shunting of cars.

The cost of any damage occasioned to any tram driven by an unaccompanied Trainee Driver will be borne by both the Trainee Driver and the authorised Driver who permits such action.

Supplement to TROLLEY WIRE



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SYDNEY TRAMWAY MUSEUM PRINCES HIGHWAY. LOFTUS NSW

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SPER NEWS

MAY, 1990.

NEW SERIES No.54

WORKS REPORT

Outside projects have again been hampered by persistent rain on many Saturdays but long range predictions are for less rain and this has fortunately proven to be the case in recent weeks.

TAFE college drainage works near the new college exit road level crossing, which were carried out at the end of March, caused some concern, as heavy rain at the time undermined our track where a large pipe culvert had been placed beneath it. Fortunately, the track was restored for traffic on the following Sunday, after a concrete foundation had been laid by the TAFE contractors.

A concrete and brick wall is now being erected along the TAFE boundary from Pitt Street for about 150 metres toward Sutherland, this being paid for and carried out as part of the TAFE college construction work.

Further earthworks inside our area have resulted in the removal of sandstone at the western side of Tramway Avenue to allow completion of the kerb and gutter. some other guttering work has also been carried out on the eastern side, at the Pitt Street gate.

Work on the scissors crossover is continuing, with much of the rail for the first of the three stages of the work having been laid out. This will permit the use of the Up track dead end terminal at the Railway Square waiting shed.

Bill Parkinson has finally been able to commence a cleanup in the Restoration Building and is transforming it into something resembling a workshop. Due to need to remove all items from the old site last September, it had become a repository for miscellaneous parts and those other items which we always tend to keep in case we ever find out what they are!

Restoration of R1 1971 is proceeding well, with the re-canvassing of the roof now completed and painted with naval dressing. The fascias around the car have been replaced and it looks like a real tram again. Some exterior body filling has been carried out, to patch up the many "battle scars" which the car had sustained during its 25 years of service. Many of these had formerly been filled with lead. The interior of the car, which is not a pretty sight at the moment, will now receive attention. Our carbuilder, Geoff Spalding is to be congratulated on his expert workmanship, which will eventually see the car restored to 100% original condition.

A number of spare seat squabs and backs have been sent away for re-upholstering in readiness for the eventual completion of 1971.

Ballast Motor 93u, which is undergoing rebuilding at the Hunter Valley Training Centre, has received little attention in recent months, as other commitments are occupying the workforce.

Norm Chinn recently completed final detailing of cable trailer 23, which included the painting of the car's roof, resulting in a big improvement.

"O" 1111 is now receiving a long overdue repaint into the standard cream and green colour scheme.

"P" 1497 has been temporarily withdrawn from service, due to minor cracks in its fibreglass roof.

Bill Parkinson has been rewiring the lighting circuit on L/P 154, following a near fire in the roof of the car, due to badly perished insulation on the old style wiring possibly installed as long as 40 years ago when the car received a major overhaul at Randwick, being one of the last L/P cars so treated.

Tony Cody has commenced external body repairs on Brisbane "Drop Centre" car 295 as this car has been affected by rust for several years and the recent outside storage has accelerated this problem. "W2" 392 is also showing signs of deterioration due to exposure to the last two years of inclement weather. This problem will unfortunately continue until the remaining work on the Display Building can be completed.

REGISTRATION OF SOCIETY AS A CHARITY

As members will now be aware, action is now being taken to have the Society registered as a Charitable Organisation with the Chief Secretary's Department.

To comply with the conditions laid down by the Chief Secretary, it has been necessary to amend some of the Model Rules of Co-operative Societies and our own Rules. The benefits of becoming a registered charity are considerable, as reductions are obtainable in rates and other charges levied by Local Government and Statutory Authorities, hence the rush to obtain registration and the two recent Extraordinary General Meetings.

Unfortunately, the meeting on 19 May resulted from a late requirement for a further rule alteration by the Chief Secretary after the notice of the meeting on 28 April had been sent and it was not possible to have this amendment included in the latter meeting, due to insufficient time to notify members. Nevertheless, your Directors apologise for any inconvence caused.

The amendments to the rules do not affect the functioning of the Society in any way as we have always been a totally voluntary organisation, with no paid Directors or other administrative staff and we thank those members who attended the recent meetings for their support.

SITE SECURITY

There have been several recent cases where persons have entered the museum site at night and in one instance, have broken into the Display Building via the temporary wall between the old and new sections. In the latter case, the offenders triggered the burglar alarm and made a hasty exit.

However, in the most recent case, somebody entered the site during daylight, on a Saturday, with members present and escaped with an attache case which had been in the Secretary's unlocked car. The case contained correspondence and two personal cheque books and it was the latter which led to the downfall of the thief, who attempted to cash some cheques after they had been stopped.

Members are therefore advised against leaving their vehicles unlocked, even when the Museum site is not open to the public, as has been the case in the past, as this serves to demonstrate that even a fenced area is not safe.

ANNUAL GENERAL MEETING

Members are reminded that the Annual General Meeting of the Society will be held at the Loftus Community Hall on Saturday, 23 June, at or about 1.30 p.m..

Four nominations have been received for the three positions on the Board of Directors, the nominees being Bob Cowing, Bill Parkinson, Paul McDonald and Greg Sutherland. Greg will be well known to members of the workforce for the large amount of effort which he has contributed in recent years.

ANNUAL DINNER

The Society's Annual Dinner will this year be held on Saturday, 21 July, at the Sutherland Masonic Bowling Club, our venue for many years, located opposite our Sutherland tram terminus.

The cost will be a very reasonable $25.00 per head, which includes all drinks and the meal.

As 22 July will be the 40th anniversary of the handing over of L/P 154 to the Australian Electric Traction Association, to become Australia's first privately preserved electric tramcar, this should be quite a memorable occasion, with several guest speakers.

This year also marks the 40th anniversary of the closure of the Newcastle tramway system, which took place in the early hours of Sunday, 11 June, 1950 and the 100th anniversary of Sydney's first electric tram, which commenced running between Randwick and Waverley on 5 November, 1890.

Full details of the Dinner and booking form will be available shortly.

1990 COTMA CONFERENCE

The 1990 bi-annual conference of the Council of Tramway Museums of Australasia is being hosted by the Wellington Tramway Museum and this Society will be represented by Dick Jones (Delegate), Don Campbell, Tony Cody, Bob Merchant, Bruce Worthington and Don Parkes.

As members will be aware, COTMA is the official body through which the member Museums direct their requests to the Public Transport Corporation (the new name for the operators of the Melbourne tramway system). The bi-annual conferences also provide an excellent opportunity for those attending to meet their counterparts from all over Australia and New Zealand to compare notes and to exchange surplus items between Museums and we thank the abovementioned members for giving their time to attend the conference.

WEDDING BELLS

Tram gongs may become wedding bells on Saturday, 9 June, when well known member Derek Butler ties the knot (or is it connects the jumper). We extend our congratulations and sincere good wishes to Derek and Pam on this occasion.

REARRANGEMENT OF MANAGEMENT STRUCTURE

The Society has undergone many changes over the past few years and the time is now opportune to make some changes to our management structure to keep pace with our progress.

As a result, the position of General Manager will be abolished with the annual re-shuffle of "portfolios" which follows each Annual General Meeting and full details of the new positions will be notified to members as soon as possible.

CREW TRAINING

We have experienced a shortage of members qualified and willing to act in the capacity of Officer in Charge at the Museum during the current traffic roster and as a result, the Board has approved the appointment of George Urbas, Geoff Olsen and Hayden Holmes to that position.

New members of our Operations Staff are always required to fill the many positions on each traffic roster. We require an O.I.C, Starter/Checker, two Drivers, two Conductors and, ideally, one relief person each Sunday, just to run the trams, plus four people to run the kiosk, bookshop and the Display Hall and additional members will help reduce the workload of those members who are currently on the roster, some of whom are in attendance practically every operating day.

Members desirous of joining the Operations Staff are requested to contact the Crew Training Officer, Wayne Armitage, preferable by writing to P.O. Box 103, SUTHERLAND 2232. Training is generally carried out on the third Saturday of each month from February to November.

After training, members may be utilised as Conductor, later graduating to Driver after further training.

Existing Drivers desirous of undertaking the P.C.C. Operator training course should also apply in writing, or see Wayne personally, to make an appointment for inclusion in the next conversion course. Due to the extensive nature of the course, an appointment is essential, as this course is only held when a sufficient number of applications is received.

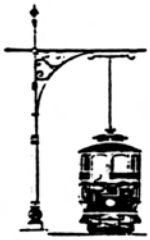
NEW VIDEOS

Following the unexpectedly high sales of our "SYDNEY TRAMWAY MEMORIES - REEL 3" video through the ABC Shop in the Queen Victoria Building, Dale Budd has now made plans for the re-release of Reels 1 and 2, with new sound track and commentary and some additional footage showing the cars in service at the Museum.

Photos and video of O 1111 and P 1497 were taken on 5 May and 1111 will be featured on the cover of Reel 1, showing a TARONGA ZOO PARK destination sign, for possible sales through the Zoo souvenir shops, as the Athol Wharf to Taronga Park line is featured in Reel 1.

It is hoped that a further video in the series will also be available in the not too distant future.

Supplement to TROLLEY WIRE



South Pacific Electric Railway

CO-OPERATIVE SOCIETY LIMITED

SYDNEY TRAMWAY MUSEUM PRINCES HIGHWAY, LOFTUS NSW

Postal Address: GPO Box 103 Sydney 2001 Telephone: (02) 542 3646

SPER NEWS

JULY, 1990.

NEW SERIES No.55

WORKS REPORT

A considerable amount of progress has been made during the past two months on the various projects being undertaken in Tramway Avenue and this has resulted in a great improvement to the Museum's appearance to our visitors.

Arrangements have been made with Sutherland Shire Council for the tar sealing of Tramway Avenue from the gutter on the Display Hall side to the outside rail of the future Up track and extending from the Pitt Street entrance gate to Cross Street. This will greatly improve conditions for our visitors during wet weather and also avoid much of the dirt and mud being carried onto the trams and into the Display Hall at such times.

The tar sealing work commenced on Monday, 9 July and should be completed early in August.

Prior to the commencement of this work, some preparatory work was carried out, which included the lifting and packing of the future Up line where necessary and the laying of a concrete strip along that line between the outside rail and the edge of the sleepers in the vicinity of the scissors crossover, plus the complete concreting of a section of track at the Display Hall tram stop. Some lifting and packing was also carried out on the Cross Street track which is now visible once again.

In conjunction with the tar sealing, some road base was spread and compacted around the Railway Square Waiting Shed terminal area on Saturday, 14 July and this should overcome the problem of large puddles of water which previously gathered after wet weather. This will further improve the Museum's appearance.

Work on the scissors crossover is now progressing very well, with work being carried out simultaneously on both the trailing and facing crossovers. Mike Giddey and Brian Muston now have assistance from a welder who has been provided under the Community Service Order scheme. This is yet another instance where the Museum has been provided with the services of a skilled tradesman to assist with our works programme, through participation in the C.S.O. scheme.

A temporary wall has been erected between Roads 6 and 7 of the Display Hall extension, to permit eventual tracklaying to take place for storage of the cars which are currently being stabled in the open. The wall will remain in place until finance is available for the erection of the retaining walls along the Tramway Avenue and Pitt Street sides of the extension.

Tony Cody has been busy recently working on Brisbane Drop Centre Car 295. This car has some rust in the side and some dry rot in one end. This problem has existed for many years but the outside storage since arrival from the old site has worsened the car's condition.

Restoration of R1 1971 is still progressing well, with the roof, fascias and ceiling now complete. The interior of the car has been stripped and the floor is now receiving new timber.

The eternal problem of paspalum and kikuyu grass and other assorted weeds along the Main line over the past two years has received attention recently, with the spraying of the line between Pitt Street and the Sutherland Terminus.

ANNUAL GENERAL MEETING

At the Society's Annual General Meeting held on Saturday, 23 June, the ballot for the three positions on the Board of Directors resulted in the re-election of Bob Cowing and Bill Parkinson and the election of Greg Sutherland.

We extend our thanks to Paul McDonald, who was unsuccessful in the election, for his services to the Board and to the Society during his term of office.

SOCIETY ADMINISTRATION

At the first meeting of the Board of Directors following the Annual General Meeting, the following appointments were made for the following year:-

Accounts Payable Officer	Peter B. Hallen
Archives and Research Officer	Victor C. Solomons
Assistant Treasurer	Bennet J. Parle
Booking Officer	Bennet J. Parle
Chief Engineer	Richard C. Clarke
C.R.P.G. Delegate	Laurence P. Gordon
C.O.T.M.A. Delegate	David H. Rawlings
Crew Training Officer	Wayne S. Armitage
Curator	Norman L. Chinn
Draughtsman	David R. Bennett
Grounds and Amenities Supervisor	Victor C. Solomons
Maintenance Manager	William S. Parkinson
Membership Secretary	Bennet J. Parle
Minutes Secretary	Victor C. Solomons
Motor Vehicles Maintenance Supervisor	William S. Parkinson
Operations Manager	David H. Rawlings
Overhead Supervisor	David H. Rawlings
Paintshop Supervisor	Norman L. Chinn
Power Supply and Distribution Supervisor	Geoffrey R. Olsen
Public Relations Officer	Peter C. Kahn
Roster Clerk	John M. Walton
Safety Officer	Gregory F. Sutherland
Security Officer	David H. Rawlings
Stores Supervisor	Laurence P. Gordon
Track Supervisor	Brian Muston
Traffic Superintendent	A. Douglas Greenwald
"Trolley Wire" Editor	Robert I. Merchant
Works Manager	Robert W. Cowing

Positions on the Board of Directors remain unchanged, as follows:-

Chairman and Treasurer	Howard R. Clark
Deputy Chairman	Robert W. Cowing
Secretary	Richard S. Jones

Some reorganisation of the various committees has also taken place and the new committees and their chairmen are:-

Accident Investigation	David H. Rawlings
Archives and Display	Victor C. Solomons
Finance	Howard R. Clark
Maintenance	William S. Parkinson
Operations and Marketing	David H. Rawlings
Planning and Development	David H. Rawlings
Preservation and Restoration	Laurence P. Gordon
Public Relations	Peter C. Kahn
Safety and Training	David H. Rawlings
Works	Robert W. Cowing

COMING ATTRACTIONS

Members are advised of the following events which will take place at the Museum during the next twelve months. Some dates may be altered due to circumstances beyond our control, in which case, advice will be given in future issues of SPER NEWS.

On 10/11 November, the centenary of the opening of the first electric tramway in Sydney will be commemorated jointly by the Society and the Randwick and Waverley Hostorical Societies with a walk along the original route between Randwick and Waverley on Saturday and by a special operations day at the Museum on the Sunday. Commemorative plaques will be unveiled on both occasions.

The annual Members' Open Day and Christmas Party will be held on Saturday, 1 December, with activities yet to be arranged.

The 30th anniversary of Sydney's last tram will be commemorated with a special operations day at the Museum on Sunday, 24 February, 1991. It is hoped that this occasion will be even more successful than the 30th anniversary of the last Bondi/Bronte trams which was held this year. It is also expected that the Railway Square Waiting Shed will be completed by this occasion and that R1 1971 will re-enter service.

Please keep these dates free.

NEW MEMBERS

The Board of Directors, on behalf of the members of the Society, have pleasure in welcoming the following new members:-

587: Cecil J. Jowett	588: Trevor Edmonds
589: Colin Brettle	590: Paul M. Millington
591: Alexander R. Foote	592: John D. Harrison

We extend to these new members an invitation to join with us in actively participating in the many areas of our activities.

TUESDAY NIGHT WORK PARTIES

Members are reminded that in addition to our regular Saturday work parties, we also carry out maintenance and other projects on Tuesday nights, commencing at about 7.0 p.m.. No offer of assistance on either occasion will be refused!

MAINTENANCE STAFF

With the completion of the maintenance pit in No.2 Road in the Display Building, we now have the facilities to enable us to catch up on much of the deferred maintenance on our traffic cars and we now seek the assistance of members who possess the necessary skills, or who are willing to learn how to carry out routine maintenance on the cars. At the present time, Bill Parkinson is carrying out this work virtually single handed and additional hands would be most welcome.

1990 COTMA CONFERENCE - WELLINGTON

Five members of this Society ventured across the Tasman on 1 June for the 1990 COTMA Conference which was hosted by the Wellington Tramway Museum. A very busy programme of activities and workshops was arranged for the participants who came from all but two of the member Museum Societies and our thanks go to the W.T.M. for a most interesting and informative conference and the great New Zealand hospitality.

A visit by the conference participants to the W.T.M. Museum at Paekakariki was rewarded with the re-entry into service of recently restored Wellington Double Saloon car No.159.

Another of the many interesting outings was to the Trolley Bus Museum at Foxton north of Wellington, where permission has been given for the Museum to erect overhead wiring around part of the town. With the current situation regarding the trolley bus system in Wellington, which has seen the Roseneath, Wadestown and Oriental Bay routes converted to Diesel bus operation, it is hoped that this will not become the only location in New Zealand where trolley buses are to be seen in a public street.

Conference participants were also treated to a tour of the Wellington trolley bus system which, despite the recent closures, is still very extensive.

A post-conference tour of the South Island was organised by Richard Gilbert of the Ballarat Tramway Preservation Society and this covered all the remaining rail services from Picton to Christchurch and Christchurch to Greymouth and Invercargill. Richard must also be thanked for his superb organisation.

Several visits were also paid to the Tramway Historical Society (Christchurch) operations at Ferrymead Historic Park, where just about everything which could turn a wheel, from horse, to steam and electric traction was brought out for the visiting members of the Gilbert Expedition and our thanks are also extended to the T.H.S. for their hospitality, which was partially repaid by the survivors of the tour assisting with some track relaying on Saturday, 16 June.

The next COTMA Conferences are to be held in Perth around May 1992, then at Bendigo in 1994 and at Christchurch in 1996.

40th ANNIVERSARY DINNER

The attendance by members and friends at the 1990 Annual Dinner, commemorating the 40th anniversary of Australia's first preserved electric tramcar, was the best in many years and a most enjoyable evening was had by all present, which included our four founding members, Norm Chinn, Bob Young, Ben Parle and Ken McCarthy. The evening concluded with a late night ride on the star, L/P 154.

SPERNEWS SPECIAL — No.5

Supplement to TROLLEY WIRE - August 1990

DEFECTIVE TRAMS

Earlier this year the LP car 154 was placed in the back of the tramshed under instruction of the Maintenance Supervisor, Bill Parkinson, to enable work to proceed on re-wiring of the lights circuits.

Eventually Bill was able to attend to this matter, but while examining the switch panels at either end of the tram was horrified to find the main circuit breaker on the No.1 end of the car had been carefully and securely wired into the closed position! Further investigation revealed that the breaker had failed some weeks previously, had been wired up to allow the tram to continue in service and the tram had been taken out into traffic on several occasions thereafter.

Bill was understandably irate about this as there appeared to be no written notification of this important defect in either the Defects Book or in any of the documentation supporting tramway operations.

Members are therefore reminded of the serious consequences of this action and warned not to let it happen again. Had the controller under the breaker failed, in a power notch, then the Driver would not have been able to rapidly and easily shut off traction power to the tram. A runaway situation would have existed.

In a more remote possibility, the failure of the breaker to lock in may have indicated a serious breakdown in the traction electric circuits. Such a situation could easily be associated with smouldering wiring. Had the tram been parked with

such a situation remaining undetected, embers may have subsequently been fanned and the tram may have caught fire. If parked inside the tramshed, then the whole of the museum fleet may have been destroyed.

Fortunately, this time, the defect was in the latching device on the circuit breaker, it having fractured as a result of old age and metal fatigue. However, those members involved in the original failure and those who failed to report the defective tram should not take any comfort in this reprieve.

RETRIEVING DEFECTIVE TRAMS

If a tram is defective, it must not be removed from the depot, either by being driven or towed, without the approval of the person who has labelled the tram defective, or the Maintenance Supervisor or the General Manager.

Trams which become defective in operation are to be temporarily repaired sufficiently to enable them to be returned to the Depot for changeover, subject to the conditions set out in the Tramway Operation Handbook. Drivers who are unsure of any remedial procedure or how to determine the severity of the defective must seek assistance from the Officer in Charge and not attempt to move a defective tram until such Officer is present.

REPORTING DEFECTIVE TRAMS

Whenever a tram is operated on the mainline beyond the Pitt Street gates, it must be booked in on stabling in the Defects Book provided. It will usually be the responsibility of the person returning the control keys to the key locker to ensure this is done. If the tram shows no detectable defect then enter "O.K" in the space provided for the defect description.

If the tram is operated wholly upon the Museum site and does not exhibit any detectable defect then it will not be necessary to book up after use on what are generally shunting manoeuvres.

Remember.... it is important to correctly enter as defects details of fuse and electric lamp replacements since frequent failure of these items may lead to other potentially detrimental problems.

OTHER DEFECTS

While on the subject of reporting defects, the Track Maintenance gang, through Brian Muston, have offered a serious criticism of the manner in which track defects have been ignored. Of particular concern is the passage of trams through the scissors crossover, presently under repair.

A definite walking pace limit exists for all tramcars through this area and consideration should be given to terminating "first run" trips of cars at the Display Hall stop and shunting there until major work on the straight track is completed.

UNTIL FURTHER NOTICE, the W2 car 392 is not to be operated through the scissors crossover because of problems with the wheel back-to-back dimensions and flange shape. Considerable damage has occured in areas of incomplete welding due to the operation of this car.

The mainline from Pitt Street to Sutherland has been subject, over the past year, to considerable damage due to flooding and earthworks associated with the construction of the nearby TAFE College. Drivers are advised to operate over this section of track at reduced speed.

Consider, too, that now the driveway at the TAFE exit at Rawson Loop site is paved to the edge of the Old Princes Highway, there is nothing to prevent the curious motorist from turning off the main road without warning onto, or foul of, the tramline.

TRAINEE TRAFFIC STAFF

In recent months the matter of Trainee Conductors and Trainee Drivers has raised some question of improper practices being allowed to occur. Traffic Staff are therefore reminded that approved Trainee Staff are provided with an Authorisation/Record Card which must be produced before on road training can be permitted and which should be endorsed as required at the end of each trip. Trainee Conductors are not permitted to operate as Conductor in Charge of any tram, Trainee Drivers are not permitted to operate any tram unsupervised.

Trainee Drivers are also to note that they must seek the approval of both the Officer in Charge and the rostered Driver before they may take the controls. The supervising Driver, who should normally be of Grade 6 status, is also reminded that he or she is totally responsible for any incident which might occur even though the controls are in the hands of the Trainee.

WHY DON'T THEY...?

Once again, it would seem, the "Why Don't They....?" syndrome appears to be sweeping the Museum. It is generally in association with a perceived lack of progress in some facet of the works programme. The true answer lies with the person posing the question. The Museum IS the membership and if the members are not prepared to donate, say, one day per month to the work parties as distinct from traffic duties then the progress is certain to appear slow. There is more work than ever to be done. How about coming down and helping; then you can say, with pride, "Look What I Helped Do" which is much more satisfying and constructive than "Why Don't They?"

The Safety and Training Committee has long held out against members who believe that workforce participation should be a prerequisite of training. Perhaps the S & T C are wrong and may capitulate.

South Pacific Electric Railway

CO-OPERATIVE SOCIETY LIMITED

SYDNEY TRAMWAY MUSEUM PRINCES HIGHWAY. LOFTUS NSW

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SPER NEWS

SEPTEMBER, 1990.

NEW SERIES No.56

WORKS REPORT

The tar sealing of the western side of Tramway Avenue was completed on 22 August, after having been delayed by industrial problems involving employees of the Sutherland Council's paving contractors. The area now covered extends from the Western side gutter to the outside edge of the future Up track and from Pitt Street to outside the Railway Square waiting shed, including portion of Cross Street. As expected, the appearance of Tramway Avenue has been greatly improved and the transformation will be completed with the laying of turf on the remaining area, between the two tracks. This work will be completed toward the end of September and has been partly funded by members' donations.

Considerable progress has been made on the scissors crossover recently, aided by the purchase of a new electric welder. The welder was demonstrated on Saturday 11 August and was delivered on Tuesday 14 August and Brian Muston and Mike Giddey have made good use of it since then, with the greater part of the crossover now being laid out, ready for welding. Brian and Mike are to be commended for their excellent workmanship, which has made this extremely worn piece of special work as good as new.

With completion of the reconstruction of the scissors crossover now in sight, a start has been made on bonding of the Up track.

The illegal dumping of rubbish at the Sutherland terminal car park has made it necessary to erect gates across the entrance which, hopefully, will end this practice.

Work on the Railway Square waiting shed is proceeding slowly due to the need to concentrate our efforts on other areas. However, the decorative fascia is being progressively completed, with many of the missing pieces being replaced by new member Jim Jowett, who has been turning them up on his lathe.

It is expected that work on the permanent Traffic Office, to be situated above the substation, will commence at the end of September and a bricklayer has been engaged for this work.

The extension of running shed Roads 1, 2 and 3 for at least one car length each has now commenced, which will permit some of the cars at present stored outside to be placed under cover at last. It is not possible to extend these tracks further at the present time, until alternative accommodation has been arranged for the equipment and other items temporarily stored in the building extension. A need exists for construction of the secondary operations building planned for erection in the area between the display building and the railway boundary fence and this will be commenced as soon as finance is available. This will allow all trams, buses and other road vehicles to be placed under cover.

Work parties continue to be held on Tuesday nights and additional assistance from other members would be most welcome. One project currently receiving attention is the restoration of Freight Car 24s, work on which was commenced many years ago at the old site but was deferred with the commencement of construction of the new site.

Work on R1 1971 is progressing well, with the new floor almost completed.

The general cleanup of the Restoration Building and the running shed section of the Display Building is continuing. Laurie Gordon has been making great progress in rearranging our stores and we extend our thanks to him for his efforts in this area.

CHARITY REGISTRATION

Advice was received from the Chief Secretary's Department on 10 July, to the effect that the Society has been registered under the provisions of the Charitable Collections Act, 1934, as a charitable institution. While this will not have any direct affect upon our operations, we are now entitled to various concessions on rates, etc., which will mean big savings for the Society.

W5 792

Advice has recently been received from the Public Transport Corporation (Vic.) that W5 class tramcar 792 has been set aside for the Society. While it was not originally intended to obtain a W5, car 792 was purchased by one of our members who has undertaken to cover all costs associated with its purchase and transport to the Museum. Car 792 is one of the few remaining cars which still retain the three centre doors, fitted with weather blinds and these cars are now being replaced by the A and B class cars. The car has been out of service at the old Preston Depot for some time and is expected to be released for transport to Loftus by the end of this year.

This car, along with other interstate cars obtained so far, will be used to reduce the usage of our more historically significant Sydney cars in normal museum service.

SYDNEY ELECTRIC TRAM CENTENARY

As previously mentioned, the Society will commemorate the centenary of the inauguration of Sydney's first electric tram service, between Randwick and Waverley, with activities in the Randwick area, in conjunction with the Randwick Historical Society, and at a special ceremony at the Museum on Sunday, 11 November.

A special plaque, on the Restoration Building wall, will be unveilled at 2.0 p.m. by Councillor Michael Tynan, a long time supporter of the Museum.

It is hoped that we will receive some much needed publicity through this event and a special Media Day is planned for Saturday, 20 October, to show those who attend around our Museum prior to the event.

Additional traffic and museum staff are to be rostered for Sunday, 11 November, in anticipation of a larger than usual number of visitors attending the Museum as a result of the expected publicity and one of the highlights of the day will be the operation of N 728 in traffic for the first time, for the occasion.

RETURN TO SERVICE

Founding member Norm Chinn was recently withdrawn from service and sent to the workshops for an overhaul.

We are pleased to announce that the overhaul was successfully carried out and No.1 is expected to be back in service as soon as final testing is completed. Welcome back Norm.

MEMBERS' AND FRIENDS' CHRISTMAS OPEN DAY

Our annual Members' and Friends' Christmas open day will this year be held on Saturday, 1 December, with Santa Claus making his usual appearance at about 2.0 p.m., subject to his other commitments.

There will be no large tramcar lineup this year, however, due to the obvious problems this creates with limited trackage available. These problems were very evident last year, when it was necessary to conduct a large shunt to coincide with the Open Day. This will hopefully be possible next year.

The barbecues will be available and members and friends are invited to partake of a barbecue tea at the picnic area. This was a very popular feature of last year's Open Day.

TRAFFIC OPERATIONS

Our Roster Clerk, John Walton, is now recuperating after a quite serious illness and he is being assisted by Ben Parle in the compilation of our Operations Roster.

One of the major problems being experienced by rostering staff is the shortage of members offering their services for our Sunday and Wednesday operations. As a result of this, there are numerous gaps in the roster to commence from Monday, 1 October.

We urgently require additional qualified members to offer their services and other members to undertake training for the positions of Conductor and Museum Guide and eventually to progress further to Driver and other positions on the Roster.

Another problem is the high incidence of rostered staff failing to show up on their rostered days, either with very short notice or, as has been the case quite often in recent months, with no notice at all. It is not uncommon to have up to three of the rostered staff fail to show up on a Sunday when rostered. This places an unnecessary strain on those members who take their responsibility seriously and are not willing to let down their fellow members.

If you are unable to attend the Museum when rostered, please give as much notice as possible.

THE ROCKS/WALSH BAY TRAMWAY SCHEMES

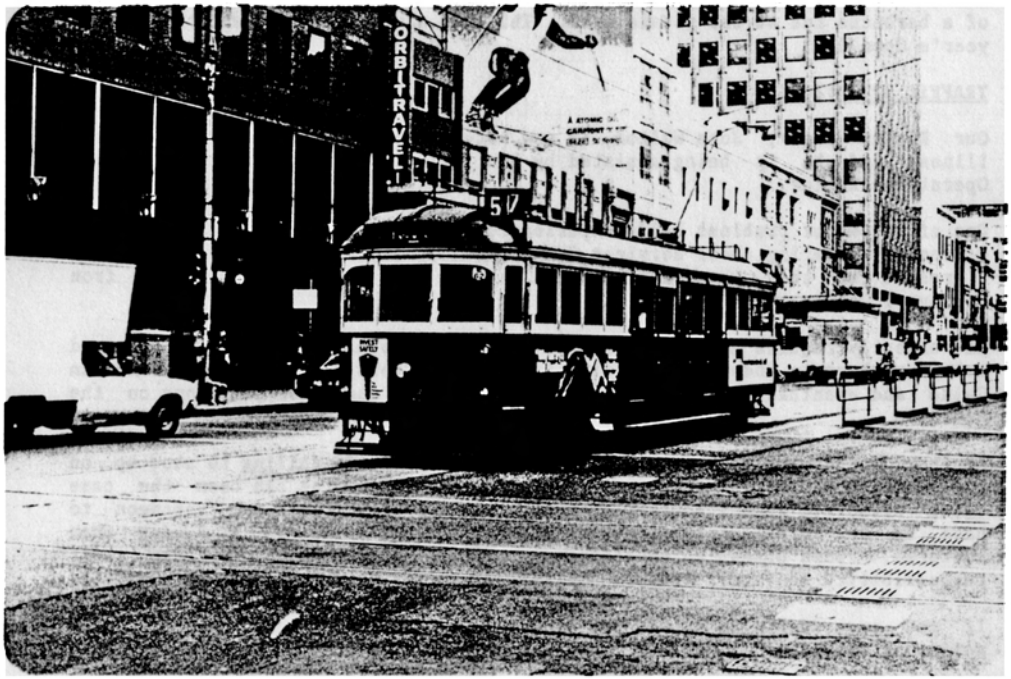
The various schemes and plans for the long running Rocks and Walsh Bay tramway proposals are once again being bandied about and the Society has recently been asked by various radio stations for our opinion of the viability of the schemes which usually propose operating footboard cars, presumably of the "O" type.

To date, we have not yet been approached by any of the promoters of the various schemes to become involved.

While we do not oppose the establishment of the vintage tramway scheme, there are many problems which would need to be addressed before the first tramcar turns a wheel and these are being largely ignored by the promoters. These include the very high cost of track construction, housing of the tramcars and workshop and power supply facilities. In drawing attention to these aspects, it should not be implied that we are being obstructive, or negative. Instead, we are merely trying to be realistic and if approached, we will most certainly assist with advice, based on our past experience.

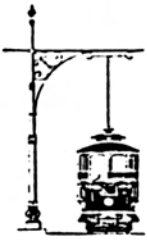
We have, in fact, acted as consultants in similar ventures in the past, such as the once proposed tramway to serve Darling Harbour, which was shelved in favour of the present monorail.

We wish the tramway proposal success.



Melbourne W5 class tram No.792, as it appeared on 27 July, 1982, in Elizabeth Street, Melbourne. This car will eventually operate on our Museum tramway and should arrive at the end of this year.

Supplement to TROLLEY WIRE



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SPER NEWS

NOVEMBER, 1990.

NEW SERIES No.57

WORKS REPORT

The laying of turf between the Up and Down tracks in Tramway Avenue, from the Pitt Street gate to the scissors crossover, was completed on Friday 28 September and this, in addition to the tar sealing of the remainder of the street previously, has made a dramatic change to the appearance of the Museum.

Work on the scissors crossover is continuing, with Mike Giddey and Brian Muston carrying out the work unassisted. They were to have had the assistance of an experienced welder under the Community Services Order scheme but this did not eventuate. Nevertheless, steady progress is being made on this vital project and it is rapidly taking shape, with check rails now having been fitted to five of the eight crossing frogs. Much cutting and welding remains to be done before the replaced portions of the crossover may be used.

Unfortunately, it is not possible to progressively commission sections of the crossover due to the complex nature of the project.

Greg Sutherland has been making good progress on the extension of Roads 1 to 4 into the new portion of the Display Building, assisted by his regular C.S.O. workers. To date, Roads 1 and 2 have been extended and work is well in hand on Road 3. This, together with the extension of Road 4, will provide the much needed under cover storage for our traffic cars. A number of cars previously stored outside have already been placed under cover.

Some shunting took place on Saturday, 27 October, in preparation for the arrival of Melbourne W5 car 792, anticipated for the following Saturday and this resulted in the first usage of the Cross Street triangle track, when R1 1933 was shunted into Cross Street, where it is to remain in use temporarily as a bookshop. This move was accomplished without any problems, despite the fact that the Cross Street track has not yet been fitted with check rails.

Work on our two Heritage projects is continuing, with Jim Jowett carrying out the delicate work of fitting the pieces of the fascia of the Railway Square waiting shed and Jeff Spalding, our carriage builder, assisted by Howard Clark, has completed the flooring of R1 1971 and is now working on the saloon windows.

Tony Cody has been continuing work on Brisbane drop centre car 295 but has found that the repairs required on this car are more extensive than at first thought. To date, one end has been almost completely dismantled and work is proceeding on the cutting out of the rust in the drop centre side panels.

Work has commenced on construction of the new Traffic Office, which will be located above the substation. Some bricklaying had already been carried out and the windows are on hand ready for installation. The provision of the new Traffic Office will be more convenient for traffic staff and avoid the need to utilise R1 2044 for this purpose and also provide greater security.

W5 792

Arrangements were made during October for our latest acquisition, Melbourne W5 792, to be loaded at Preston Workshops on Friday, 2 November and to be transported by road to Loftus for unloading on Saturday, 3 November. Four spare bogies, minus motors, were also to accompany the car.

However, due to the combined actions of the tramway unions and the National Trust of Victoria, who are allegedly concerned about the replacement and disposal of Melbourne's "W" series cars, the M.T.A. Workshops were instructed by the Victorian Government not to release the car, despite the fact that it had already been sold to our Society.

Regrettably, advice to this effect was not received in time to prevent the departure of the two trucks for Melbourne but arrangements are being made to recoup the costs involved.

Bill Parkinson accompanied the trucks to assist with the loading of 792 and associated items and reported that the Preston Workshops staff were most apologetic but the matter was beyond their control. The Workshops staff, as always, were most helpful.

It is hoped that the matter will be satisfactorily resolved in the near future and that it does not become another saga similar to the A.E.T.M./Bendigo Trust incident of 20 years ago, when the A.E.T.M. attempted to take delivery of their Birney Car.

ELECTRIC TRAMWAY CENTENARY

Despite the considerable efforts of the committee set up to publicise the centenary of the inauguration of the first electric tramway route in Sydney to utilise the overhead trolley wire system, virtually no interest was shown by the Sydney newspapers and television stations and the Media Day held at the Museum on Saturday, 20 October drew no response. Fortunately, our multi-media personality, Peter Kahn, was able to gain some publicity by means of talk-back radio. He was heard on various radio stations and without his efforts, the anniversary celebration would have been a non event. Many thanks Peter.

Thanks to the participation of the State Transit Authority and the Randwick and Waverley Historical Societies, the unveilling of plaques at Peters Corner, Randwick and at MacPherson Street and Bronte Road, Waverley took place as planned on Saturday, 10 November.

Laurie Gordon organised the transportation of Cable Trailer 23 to Randwick for display and we extend our thanks to him for his efforts in this regard.

Our own celebrations at the Museum on Sunday, 11 November were very successful, despite the lack of publicity. The highlight of the day's proceedings took place at 2.0 p.m., with the unveilling of a commemorative plaque on the wall of the Restoration Building by Councillor Michael Tynan, a long time friend of our Society and the presentation by Mr. K. L. Addison, a grandson of the late Mr. C. A. Lee, who was Minister for Public Works during the tramway and railway construction boom early this century, of the engraved silver spade used in the ceremony marking the turning of the first sod on the Erskineville tramway, in 1907. Arrangements are being made to have the spade placed in a special showcase for display along with our other exhibits in the Display Hall.

Of further interest is the fact that Mr. Addison's wife is the granddaughter of the late Mr. Orlando W. Brain, a former Assistant Commissioner and Electrical Engineer during the same period. Mr. Brain's contributions to the development of the Sydney tramway system were of great significance.

A special timetable was in operation for the Sunday and this provided for two trams to operate in convoy for most of the day, with the Depot Yard being used to facilitate shunting and immediately following the official part of the afternoon, a convoy of five Sydney trams, R1 1979, R 1740, P 1497, L/P 154 and N 728 departed for Sutherland at 2.30 p.m.. Special thanks are due to Bill Denham for preparing the special timetable, which worked quite smoothly, with only a few minor delays and to the traffic staff for their co-operation.

HERITAGE GRANT

Once again, through the efforts of Howard Clark, the Society has been successful in obtaining a further Heritage Grant of $17,000, to be matched by an equal contribution by the Society, for the commencement of restoration of "O" 957 and "O/P" 1089. The grant was made with a recommendation for additional funding provided that suitable progress is made and the conditions of the grant are met.

Having been obtained after many years of open storage and further years in the open after they were obtained by the Society, these cars are without doubt in the worst condition of any of the cars in our collection and the assistance provided by this grant is most welcome. Basically, the underframes of the two cars are in reasonable condition and some body parts are still usable.

O/P 1089 is particularly significant in that it is probably the last surviving restorable example of the low matchboard sided O/P and L/P conversions and 957 will provide us with another "O" class car for future multiple unit operation.

NEW MEMBERS

The Board of Directors, on behalf of the members of the Society, have pleasure in extending a welcome to the following new members:-

593 : Robert C. Holloway	594 : Leonard N. Millar
595 : Capt. Robert E. W. Best	596 : Derryn A. W. Best

MEMBERS' & FRIENDS' CHRISTMAS OPEN DAY

Members are reminded that our annual Members' and Friends' Christmas Open Day is to be held on Saturday, 1 December, commencing at about 1.0 p.m..

As usual, Santa Claus will arrive at about 2.30 p.m. with sweets for the children. Ice creams and drinks will also be supplied afterward.

Afternoon tea will be provided but members are requested to assist by bringing along a plate of cakes, sandwiches or other appropriate items.

The Society's gas barbecue will be available for use by those members and their guests who wish to partake of a barbecue tea in Lakewood Park, weather permitting and trams will operate throughout the afternoon and evening. No special arrangements have been made so far in regard to tram operations but all being well, the popular coupled "O" class cars will again be in operation.

NEW BOOKSHOP ITEMS

A range of new postcards featuring our trams at the new site is now on sale at the bookshop, along with the Sydney Tramway Memories videotapes Reels 1, 2 and 3, the former tapes having been recently re-issued with new sound tracks and some additional footage.

Also available is the recently released videotape on the Kogarah steam tramway.

Come along and buy yourself some Christmas gifts. Bankcard and Visa are most welcome.

PREPARATION OF TRAMCARS

Members rostered to drive the Society's tramcars are reminded of their responsibility to prepare their trams before entering service, to ensure that all equipment is working satisfactorily and that the sand bins are full.

While every effort is made to ensure that the trams are cleaned each Saturday, it is also the responsibility of the Drivers and Conductors to ensure that the cars are clean and the seats are dusted prior to entering service.

COMING ATTRACTIONS

As most members will be aware, 25 February, 1991, will be the 30th anniversary of the running of the last tram in the streets of Sydney and to commemorate this event, it is planned to have a special day, similar to that held last year for the 30th anniversary of the last Bondi and Bronte Beach trams. This will be held on Sunday, 24 February and some activities may also take place on Saturday, 23 February.

Further details will appear in the next **SPER NEWS**.

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* The Board of Directors would like to take this opportunity to wish all *
* members and their families a very merry Christmas and a happy and most *
* prosperous New Year and to thank all members of our workforce, operations *
* and administrative staff for their efforts throughout the past year. *
*
* A steady rate of progress has been maintained throughout the year and the *
* efforts of our workforce, in particular, have dramatically improved *
* the appearance of the Museum and improved facilities for our visitors. *
*
* The forthcoming year is expected to see major developments take place at *
* the Museum and we look forward to members' continued assistance in 1991. *
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