

S P E R N E W S

FEBRUARY 1982

Future Meetings

Members are requested to note the following dates for the Society's meetings for the remainder of 1982, to be held at the Railway Institute, Cnr. Devonshire and Chalmers Streets, Surry Hills (Devonshire Street end of Central Station), commencing at or about 7.30 p.m.

Friday, 30th April	Room 3	Social Meeting
Friday, 25th June	Large Hall	Annual General Meeting
Friday, 3rd September	Room 3	Social Meeting
Friday, 29th October	Room 3	Social Meeting.

New Members

The Board of Directors and members of this Society welcome the following new members:-

Richard J.T. Milne	(457)	Douglas M. Booker	(464)
Philip C. Tumber	(458)	Keith Bloomfield	(465)
Charles W. Tumber	(459)	Glenn S. Killham	(466)
Adam Zarb	(460)	Andrew Wheatley	(467)
Patrick J. Burgmann	(461)	David Owen	(468)
Barrie J. Hitchins	(462)	Ellis D. Daw	(469)
Kevin J. Coleman	(463)		

Saturday Operation of Tramcars

As many working members will have observed, there are odd occasions when visitors arrive at the Museum on Saturdays, expecting the trams to be operating. However, from past experience we have proven that there is little demand for Saturday operation and we also have difficulty on some occasions in finding enough traffic staff for just our Sunday operations.

There are many cases where the Saturday visitors have travelled long distance to ride on the trams but bearing in mind the cost of operating special trips, and the disruption that this sometimes causes to the work being carried out, the Board has decided that provided sufficient qualified members are available to operate a trip, this may be arranged on payment of a hiring fee of Five Dollars (\$5.00) per tram per trip, plus Fifty Cents (50c) per passenger.

Operation of Tramcars During Inclement Weather

The attention of all drivers is drawn to the need to exercise extreme caution while operating the Society's tramcars during wet weather. After rain, especially light rain, the rails become very greasy and stopping distances can be doubled in such circumstances.

As drivers will be aware, there are hazards at both ends of our main line, with the down grade at the South terminus and the tramcars stabled at the North (Princes Highway) terminus and tramcars must be under

complete control at all times when approaching these locations.

Avoid damage to our tramcars and drive carefully at all times. Remember, our maintenance staff are fully occupied in routine tramcar maintenance, without adding accident repairs to their duties.

Addressing of Society Correspondence

Members are reminded that all correspondence concerning "Trolley Wire" and other Publishing and Sales matters, also correspondence for the General Manager, should be addressed to P.O. Box 103, SUTHERLAND, 2232.

Correspondence for the Secretary, Financial Director and Traffic Manager should be addressed to Box 103, G.P.O., SYDNEY, 2001.

Are You Moving?

Members are again requested to advise the Secretary of any change of address. Such details will then be circulated to the Publishing Department, for the despatch of "Trolley Wire" and Society notices and to the Membership Secretary for renewals. Misdirected correspondence and magazines, due to failure to advise the Society of changes of address, is inconvenient both to you and the Society. Help us to help you.

Christmas Party and Members' Day.

Another successful Members' Day was held at the Museum on Saturday, December 12, attended by a large number of members, their families and friends.

A now familiar figure at these functions is Mr. S. Claus, a visitor from the North Pole, much to the delight of the growing horde of members' children. Due to restricted landing areas in the National Park, Santa again had to park his private sleigh elsewhere and travel the remaining distance by our trams.

Mr. Claus appeared by courtesy of Dennis O'Brien, his clothes were by Katie (Kate Cowing, that is). While at Loftus, he travels exclusively by SPERANIA, the system of the olden trams and stays with friends.

On behalf of the Directors and Members of the Society, thanks are extended to the wives of members who so kindly arranged the catering for afternoon tea and provided the cakes, etc. Their efforts were greatly appreciated by those present.

One rather unfortunate occurrence at the Christmas Party/ Members' Day, was the injury which was sustained by a certain bearded Traffic Manager, when he was side-swiped by an out of control tree and knocked off the footboard of a tram. He now knows why Sydney tram conductors received danger money. There is no truth to the rumour that Peter faked the accident because he is a conscientious objector to Christmas.

His cheerful broadcasts were conspicuously absent over the P.A. System and were missed by at least two members, who wish to remain unidentified. Members will be pleased to learn that the golden voice was not affected by the accident and that Peter has made a complete recovery, in spite of the treatment which he received at the Sutherland Hospital. Actually, he reappeared later on the same afternoon. It is believed that the tree has recovered from this assault.

New Products

Another product of Camden Workshops rolled off the production line on Sunday, 17th January, in the form of Bronwyn Maree Jones. After the usual weighing and post delivery trials, she entered service at the Leumeah Depot of Richard and Denise Jones on 21st January. Unlike the previous two additions to Leumeah Depot, the latest model is not fitted with a trolley pole.

In order to keep up with the Joneses, the Punchbowl Depot of Robert and Kate Cowing took delivery of a son, Luke Owen Cowing from the Canterbury Workshops (No, not the Emu Street Workshops, since closed). Complete with trolley pole, the new Cowing was outshopped on Wednesday, 27th January and after a short while was despatched to Punchbowl depot.

Following the lead of the two Directors, the Dulwich Hill depot of Danny and Vicky Urbas has placed an order for the prototype of what promises to be a fleet of mini Urbuses. The contract calls for delivery to be made during May.

W2be or not W2be?

The Society must make a decision in the next few months whether to acquire a W2 car from Melbourne. A car of this type would form an important part of the Australian dropcentre collection and its acquisition or omission will have an important bearing on the continuance or otherwise of this theme in the museum collection.

Changing circumstances, however, have made the cost of obtaining a car of this type beyond the means of the society. The W2 in its own right is a significant car and will be represented in many museums around the world. We could be different and not have one. (Come to Loftus and don't see a W2).

It will cost approximately \$5,000 to buy a W2 and spares and transport it to Loftus; this cost will have to be met entirely from funds independent of the society. The Board would like to know your views on this possible acquisition, preferably, if you are in favour, accompanied by your cheque.

General Manager's Report

Recent work at the new site has seen additional trackwork in the shed, the laying of electrical conduits for 415 volt power supply and commencement of a low internal brick security wall on the western side of the shed.

The Water Board has completed its work, and 40% of the Society's water service has been installed. At the same time, Telecom conduit was laid. It is planned to have the electricity, water supply and telephone connection completed by mid-March.

Albion Double-Decker bus 1615 has been repainted for use in the 50th Anniversary of the opening of the Sydney Harbour Bridge on 20 - 21 March.

After receiving information that a quantity of tramcar parts were available at Randwick Workshops, we were successful in obtaining additional compressors and other essential spares. The Society has purchased from the M. and M.T.B. two additional W3 bogies. These bogies have 33" wheels and therefore are of particular significance.

An approach has been made by the N.S.W. Fire Service Museum at Walsh Bay to exchange our fire engine for a recently overhauled, but redundant, Brigade engine. Our engine, No. 290, is the last of its type in Australia and the Board believes that it is more appropriate that it be preserved in a specialist museum and therefore has decided, that depending upon a suitable replacement being available, to go along with the Brigade's request.

Despite activities at the new site, progress is no where near the pace that is required to transfer traffic operations within the near future. Until we are in a position to properly exploit the Loftus Station site our on going viability as a museum and tourist attraction is in doubt.

For this reason the members working on the site implore YOU to reconsider YOUR commitment to the Society. If you can't spare the time (but surely one day a month isn't asking too much), then seriously consider making a regular donation - say \$10.00 per month. If the 250 members who do not attend regular work parties (or traffic) contributed \$10.00 per month, the \$13,000 raised annually would increase our rate of progress very significantly - after all \$10.00 per month is only \$2.50 per week, WELL within the reach of 90% of our membership, surely.

Think on it - progress or stagnation - IT'S UP TO YOU.

The Board of Directors has reviewed and updated administrative responsibilities and procedures over the last few months with a view to revitalising Society effort. It had been planned to include a report with this issue, but due to the amount of other information and news already in this issue, the detailed report will be included with the next issue.

Financial Notes

Col Gilbertson has applied himself energetically to re-organising the financial affairs of the Society and has instituted some long overdue reforms. With effect from 1 December 1981 all banking has been centralised with the State Bank of N.S.W. at Sutherland. This was done for three reasons:

- * the need to strengthen our ties with the Sutherland region;
- * a desire to maintain our good banking relationship with the State Bank; and
- * with the knowledge that the N.S.W. Government is leaning favourably towards organisations who support its Bank.

At the same time, all revenue from commercial operations is now banked into the State Bank.

The directors believe that innovations such as these new banking arrangements, the two new vending machines, and the electronic cash register, are more than justified. From an accounting point of view, our procedures are in continuing need of updating and improvement. Remember - there is always a better way.

As members will appreciate, the new site redevelopment is placing a severe strain on the Society's finances. To date in excess of \$100,000 has been spent, and progress is wholly dependent on a continuing positive cash

flow.

Your directors are committed to the redevelopment. The Board's two priorities are:

1. the move to the new site at the earliest practicable opportunity; and
2. maintaining a presentable and safe operation at the National Park site.

Analysis of our cash payments for the twelve months ended 31 December 1981 revealed the following costs to service members:

		<u>Per Member</u>
Interest Charges	\$ 640	\$ 2.35
Depreciation	967	3.54
Hall Hire	39	0.14
Printing & Distribution of S.P.E.R. News	355	1.30
Office Rental	52	0.19
Telephone	203	0.74
Printing, Postage & Stationery	310	1.14
Bank Charges	52	0.19
Personal Accident Insurance	56	0.12
G.P.O. Box Rental	77	0.28
Printing & Distribution of Annual Report	344	1.26
Audit Fees	765	2.80
Membership of Other Bodies (COTMA etc.)	137	0.50
	<u>\$ 3,997</u>	<u>\$14.64</u>
Cost to Service Members	\$ 14.64	
<u>Add:</u> "Trolley Wire" Subscription	7.50	
	<u>\$ 22.14</u>	
<u>Less:</u> Membership Subscription	20.00	
Shortfall	<u>2.14</u>	
<u>Add:</u> 10% Inflation Factor	2.21	
	<u>\$ 4.35</u>	
Net Income from Members (after deducting "Trolley Wire" Subscription		\$3,175.50
Expenses		<u>3,997.48</u>
Shortfall		<u>\$ 821.98</u>

You can therefore realise that the shortfall must be met from the Society's funds.

The directors firmly believe that membership of any body carries with it an implied sense of responsibility, and we ask for your continued

support. Remember without you - the members - there is no Sydney Tramway Museum.

Curator's Comments

Bob Casey, as well as being Curator, is also society Safety Officer.

Curatorial

The display area has experienced improvements in the form of a model of the new site and some pot plants (by courtesy of Bob Cowing), also a standard Sydney tramway two-aspect colour-light signal has been taken off-site for restoration.

The Restoration and Preservation Committee is carrying out a general review of activities within it's scope and we hope to publish the key results of this review in the next SPER NEWS.

Safety

Much time has been spent recently observing our traffic operations with the twofold purpose of determining and solving problems that are with us at the old site, plus the gathering of information that will help us formulate safety guidelines for traffic operation at the new site.

The second activity mentioned above is down the track so to speak, but as Safety Officer, I request that you direct your attention to the following matters (if applicable) and, in doing so, we can expect to see improvements in our current operating standards:

- (a) Do you have a copy of Tramway Operation Handbook - Second Edition - 1980? If you are required to have one, copies are available from the Museum Traffic Office, or by arrangement with Ted Davies. Please return any copies of the First Edition as covers are in short supply.
- (b) Are you familiar with the correct method of driving the tram you are about to move? If not, please request assistance from the Traffic Officer. Incorrect driving methods could lead to car damage and/or the inability to control the car in an emergency.
- (c) Are you familiar with your duties as a Conductor or Driver? Please refer particularly to Handbook pages D.2 and D.3 - "Preparation of Cars for Traffic and Examination of Equipment."
- (d) As a Conductor do you -
 - (i) Encourage passengers to board and alight the car on the correct side?
 - (ii) Avoid unnecessary conversation with the driver while the car is moving? and
 - (iii) Maintain the normal travelling position on the car, when not collecting fares and/or are conversing with the passengers? and
- (e) As a driver do you ensure that the car is secure, including

removal of driving equipment, when you leave it?

Member Liaison

The Members' Submissions Mail Box referred to in the previous SPER NEWS is located, complete with forms, in the mealroom at the Museum (old site).

The following list includes the main activity groups open to members

- (a) Construction and maintenance of buildings track and services;
- (b) Workshops - repair, restoration and maintenance of exhibits, this applies mainly to tramcars and road vehicles:
- (c) Traffic - operation of tramcars and associated activities when Museum open to the public;
- (d) Commercial Activities - preparation of publications; purchase and sale of publications, souvenirs and refreshments; and
- (e) Archives and Display - cataloguing and storage of archives and historic items, organisation and maintenance of displays.

The above list does not cover every activity group necessary for the satisfactory operation of the Museum and Society, but it does give members (particularly those recently joined) an idea of the scope available to them; for more details please contact Bob Casey at home 80-3694 or work 525-4488.

POSITIONS VACANT

- (a) Assistant Safety Officer - to assist Safety Officer in implementation and control of total safety programme. No specific skills required as training will be provided, a genuine interest in safety and regular attendance are the prime requirements.
- (b) Display Officer - to work with Research and Archives Officer (Vic Solomons) and the Curator in organisation and maintenance of displays. Again training will be provided and the main requirements are an interest in this activity plus the time available to produce results.

The usual uniform benefits that apply to executive, semi-executive and non-executive positions in the Society will be available to successful applicants.

Apply in the first instance to Bob Casey.

Commercial Notes

Michael Balk has been busy re-organising and expanding the sales operations, and to a lesser degree publishing activities, whilst keeping an eye on traffic. The commercial activities of the Society are the main source of income and every chance is taken to maximise turnover.

A reconditioned soft drink vending machine has been purchased. This has a larger capacity than the old machine and has taken its place in the front of depot beside 4 road. The old machine has been moved to the new depot for use by members at a lower price.

A new, superseded model, confectionery vending machine has been purchased and installed next to the drink machine. With the removal of the confectionery lines from the bookshop the opportunity has been taken to re-arrange the stock within the constraints of the existing fittings.

The sale of souvenir lines has been profitably expanded and a new range of spoons, etc., featuring our trams, has been produced. These are a better quality than those previously produced. Also new are a tiebar and brooch featuring an RI tram and delivery is expected soon of another tiebar and brooch featuring R 1740.

The postcard range has been expanded by the addition of an excellent card of 180.

STOP PRESS....

By the time that this issue of SPERNEWS reaches you, K 1296 will have returned from the celebrations in connection with the 50th Anniversary of the opening of the Sydney Harbour Bridge, on the weekend of 20/21 March.

The Society has agreed to a request from the Urban Transit Authority for the loan of O 1111, which will be on display at the combined SRA/UTA stand at the Royal Easter Show, from Friday 2 April to Monday 13 April, inclusive. Present plans provide for the tram to be uplifted from the National Park site at 6.00 a.m. on Sunday 28 March.

We would like as many members as possible on hand on the next major works day, SATURDAY 10 APRIL, to assist with preparation of the new site for the return of 1111 after the Royal Easter Show. The comparative short notice received from the UTA has meant that our attention has had to be diverted into having things ready for the car to be transferred to the new site somewhat sooner than had been anticipated.

The Board has decided that when a tram leaves the National Park site, for any reason, it will not return, but be transferred to the new site. Members will no doubt appreciate that the Society will benefit from having O 1111 and K 1296 moved to the new site at no direct cost, and this is the rationale behind the Board's new policy.

- - - -

This issue of SPERNEWS was produced by Editor-in-Chief, Dick Jones, with input from the various directors concerned. The Society extends its appreciation to Mobbs Lane Financial Services, who donated the time of a typist, at short notice, so that we could get this issue out without any further delay.



S P E R N E W S

APRIL 1982

Open Day - Saturday 26 February

This open day was held to commemorate the 21st anniversary of the final closure of the Sydney tramway system and several interesting tramcar operations occurred for the last time at the National Park site.

With the commencement of the movement of trams to the new site then imminent, the opportunity was taken to have a last run of the familiar open day sight of coupled 0 cars and 1111 and 1030 (141s) were appropriately "decorated" with "nostalgic" chalk graffiti reminiscent of last day trips.

As a special treat for photographers, F 393, currently out of service for R and R (repairs and restoration), saw daylight again when it was brought to the front of No. 4 road, ably assisted by Overhead Line Car 99u, with ex-breakdown car "C" 290 standing by to offer further assistance if required. An unexpected addition to the lineup occurred when "K" 1296 was shunted into the yard for a final run for the day.

It is unfortunate that production problems with SPER NEWS prevented sufficient advance notification of the Open Day being circulated to members but these problems, hopefully, will not occur again.

New Site Report

Another milestone was reached with progress at the new site, when the water supply was connected on Saturday 6 March.

Flushed with success and a certain amount of water, the General Manager ceremoniously pressed a button in the Gents' toilet at 5.20 p.m. and all present stood in awe as a torrent of water pressure, rather than by members with buckets!

Work is continuing on the installation of tracks inside the shed to accept the first of the trams to be transferred from the old site and an unloading ramp, in preparation for the exodus, is being constructed.

The telephone has also recently been installed at the new site.

Transfer of Trams to the New Site

On Sunday 14 March, K 1296, with Driver Richard Hall at the controls, made the last traffic trip for the day and at the same time, its last passenger trip at the old site.

As mentioned in the STOP PRESS of the February SPER NEWS, the K became the first car to be transferred to the new site, by way of Dowling Street Depot and North Sydney. The journey commenced on Friday 19 March and ended on Monday 22 March.

The K has now been joined by 0 1111, which commenced an even longer journey on Sunday 28 March, travelling via the Sydney Showground, with arrival at the new site on Sunday 18 April (see reports on both movements elsewhere).

A detailed list of trams and their priority for movement to the new site had been prepared and it had not been intended to move 1111 until several other cars had been moved but the circumstances surrounding the movement of any tramcar from the old site for any purpose whatsoever will result in its being returned to the new site, necessitated a revision of the list.

All future direct transfers between the two sites will be carried out using the roll-on roll-off method which, although necessitating the construction of loading/unloading ramps at both sites, will ultimately prove to be considerably cheaper and faster, thereby allowing a greater number of cars to be moved on each occasion.

It is envisaged that the next cars to be transferred to the new site will be C 290, F 393, E 529-530, Scrubber 134s, Prison Car 948, Ballarat 12 and Brisbane 71.

Harbour Bridge 50th Anniversary

The much publicised celebrations for the 50th Anniversary of the Opening of the Harbour Bridge were held on Saturday and Sunday 20/21 March with this Society, together with the Historic Commercial Vehicles Association, and several individual groups, being deeply involved.

Three SPER buses, half-cab 1275 and double-deck buses 1615 and 2619, plus vehicles owned by the other groups, operated a continuous service between Wynyard Park and Blue Street, North Sydney on the Saturday and on the Sunday prior to and following the period between 10.00 a.m. and 3.00 p.m. during which time the Harbour Bridge roadway was turned over to pedestrians, as was the case on the opening day back in 1932, following the opening ceremony.

K 1296 was prominently displayed on the former tramway reservation between North Sydney and Milsons Point stations, now used as a carpark, and generated much comment and publicity for the Society. Prior to the event, there was some doubt as to whether 1296 would appear, due to the apparent lack of interest by the various Government authorities who had been approached. However, angels appear in many forms and thanks to the efforts of well-known tramway enthusiast, Norm Boxall, in obtaining a sponsor, Field Educational Enterprises, publisher of the World Book Encyclopaedia, 1296 was there for a moment of glory.

Turnover at the temporary bookstall near the tram was quite considerable (in spite of the weather) and apart from the cash benefit obtained, much experience was gained in catering for such an event in the future, hopefully prior to the Bridge's 100th Anniversary.

The Board of Directors, on behalf of the members of the Society, would like to extend thanks to those of our members and the members of the other Societies who were involved in all phases of this exercise, for giving their time and effort on this occasion. It is most pleasing to see the spirit of co-operation between enthusiast groups continuing to grow.

Last Tram to the Showground - 1982

The last tram ran under its own power to the Royal Easter Show in 1957 but during the 1982 Show, our O car 1111 was back there on display as part of the Urban Transit Authority/State Rail Authority display, sandwiched between an articulated bus and an XPT power car and trailer.

Chairman Bob Cowing received a request from the U.T.A. for the

loan of a tram, while he was organising portion of the exhibit by the S.R.A. at the Showground and 1111 was chosen as being typical of the trams which provided the Showground services. With the prospect of another free tramcar movement, the Board readily agreed to the request, subject to the U.T.A's agreement to certain conditions guaranteeing the safety of the car and its return to the new site.

What's News Department

1. New Appointments

As reported elsewhere in this issue, in Bob Casey's Curator's Comments, following the advertising of the positions of Display Officer and Assistant Safety Officer, the Board is pleased to announce that the successful applicants were Bob Cooper and Darryl O'Brien, respectively.

Don ("the Hogger") Campbell has also been appointed to the position of Archival Assistant.

Don't despair if you missed out on these positions, there will be ample opportunities in the future for other positions within the Society.

2. New Products

Camden Workshops is continuing production and the Barrington Street, Ruse Depot of Norm and Marlene Rigney has received a new addition in the form of Justin Alexander, who was out shopped on 8 March.

Having been satisfied with the performance of the new Camden Products, a further order has now been placed by Glenn and Val Buckman and delivery to the Old Kent Road, Ruse, Depot is expected in November.

3. New Members

The Board of Directors, on behalf of the members of this Society, welcome the following new members:-

(470) Geoffrey R. Coleman (471) John Reynolds.

Next Meetings

Members are reminded of the following dates for the Society's meetings for the remainder of 1982, to be held at the Railway Institute, Cnr. Devonshire and Chalmers Streets, Surry Hills (at Devonshire Street exit of Central Station) commencing at or about 7.30 p.m.

Friday 30 April	Room 3	Social Meeting
Friday 25 June	Large Hall	Annual General Meeting
Friday 3 September	Room 3	Social Meeting
Friday 29 October	Room 3	Social Meeting.

Annual General Meeting - Election of Directors

Applications are invited from members wishing to stand for election to the position of Director at the Annual General Meeting, to be held on Friday 25 June 1982.

Any shareholder wishing to stand for election to the Board of Directors must satisfy the following requirements:

1. He or she must be a financial member with all current Society financial requirements fully settled at the time of the election;
2. He or she must lodge his/her nomination with the Secretary, G.P.O. Box 103, Sydney, 2001 by not later than 5.00 p.m. on Wednesday 26 May, 1982, bearing his/her own signature as well as those of a nominator and seconder, both of whom must also satisfy the requirements as set out in Part 1 above. Nominations received after the closing date WILL NOT be accepted;
3. Those members nominating for election, as well as the nominator and seconder, must be at least 21 years of age; and
4. The nominee must hold at least two shares and must be prepared to stand for any position on the Board, if elected.

Directors retiring in accordance with the rules of the Society are Messrs. R.A. Casey, R.W. Cowing and W.S. Parkinson, all of whom offer themselves for re-election.

For the benefit of country and interstate members provision has been made for postal voting. Members eligible to vote and who are unable to attend the Annual General Meeting may obtain postal voting forms upon written application to:

The Returning Officer,
SPER,
68 Botany Street,
RANDWICK, 2031.

Enclosing a stamped self-addressed envelope by not later than Friday 4 June 1982.

Uniform Policy

At a recent meeting of the Society's Traffic Officers, comment was made about the standard of dress adopted by some of our traffic staff.

The traffic crews are the "front men" (and women) of our Society as they have the most contact with the public and all traffic staff are required to possess and wear a uniform and maintain it in a neat and tidy condition.

Some of our traffic staff have voiced the opinion that as they only appear at the Museum on a limited number of occasions, they do not feel that they should purchase a uniform. However, if you play bowls, tennis, cricket, football or any number of other leisure activities, you are required to provide yourself with a standard type of uniform and our traffic operations are no exception.

The uniform consists of either long trousers with a long or short sleeve shirt or shorts with a short-sleeve shirt. A tie and cap should be worn with both uniforms. Please do not wear a long-sleeve shirt with shorts.

The co-operation of all members of the traffic staff is sought in this matter. Our Traffic Officers have been working together recently to increase

the efficiency of our traffic operations, and improvements in this, the front line of the organisation, is vital to the Society's future.

Donations

The response to the Treasurer's appeal for donations to assist in speeding up progress at the new site has been reasonable and it is proposed to acknowledge these donations in the next SPER NEWS. Will YOUR name be among them? Thanks are extended to those members who have donated money so far.

Please also remember that there is a separate fund set up for the possible acquisition of a W2 car from Melbourne, so if sending money, either postal order or cheque, please specify whether the donation is intended for the Museum Fund or for the acquisition of a W2.

Remember, your donations of over \$2.00 to the Tramway Museum Fund are TAX DEDUCTIBLE, receipts will be issued, and the Treasurer will not object to writer's cramp on this occasion.

Suburban Electric Tour.

The Society is operating a Suburban Electric Train Tour on Saturday 22 May and all members are urged to join in on what promises to be an interesting afternoon. All proceeds from the tour will assist in our efforts to have trams running at the new site as soon as possible.

Details of the tour are provided on the enclosed tour notice and booking form.

Please book early.

Curator's Comments

1. Curatorial

The Research/Archives and Display/Exhibition Groups, ably lead by Vic Solomons, has experienced a sudden increase in staff in the ample forms of Don Campbell and Bob Cooper.

Don has taken the position of Archiveal Assistant and will soon dive into the task of sorting and cataloguing the many items in our possession. This work will greatly ease the difficulty of their relocation at the new site, plus we hope he will find some gems worthy of display.

Bob has filled the position of Display Officer, he brings with him a vast range of experience and ability, particularly in the area of graphic presentation. Our display activities have previously proceeded at a slow pace, due primarily to a lack of manpower, but with Bob's contribution of time and expertise, we can soon expect to see a dramatic upswing. Don and Bob are offered a warm welcome to the Curatorial Group.

The Restoration and Preservation Committee has been making steady progress, and among some of the recent developments are:

- (a) Investigation and recommendation on a programme of tramcar transfers to the new site. The detailed report to the Board was compiled by Laurie Gordon with the assistance of Mal McAulay and Chris Jacobs;

- (b) Recommendation of the acquisition of C 95 from Parramatta Park of which the final details are subject to further negotiation; and
- (c) 99U is the next tramcar recommended for major overhaul and restoration.

2. Safety

We are pleased to advise that Darryl O'Brien has joined Bob Casey in the capacity of Assistant Safety Officer. Darryl is already active in this area and the co-operation of members is requested until he finds his feet.

There has been a noticeable improvement in the quality of traffic operations. This is gratifying, but please remember it as a step towards establishing a standard acceptable to the Society, public and Government.

Finally, if you are supposed to have a Traffic Operation Handbook - Second Edition 1980, have you? If you need one please see February Sperr News.

3. Member Liaison

The last round of advertising positions vacant was a roaring success (150% actually). Perhaps you would like to see more of it - we welcome your opinions.

Remember, if you wish to be a more active member but would prefer to first discuss the options available, please feel free to contact Bob Casey on (Private) 80-3694 or (Business) 525-4488.

Commercial Report

Souvenirs The newest addition to our range of exclusive jewellery for the discerning tramway enthusiast is a tiebar featuring Sydney O 1111. Unfortunately price increases have caught up with us and the O tie bar will sell for \$4.00 with future reruns (the present supply is almost exhausted) of the R1 being \$3.50.

"Full Steam Across the Mountains" - By Phil Belbin and David Burke. This new book is now on sale at Loftus. It is a well-written account of the "Blue Mountains Railway", illustrated with coloured paintings and some rare photographs.

"50 Years of the Government Bus" - It is intended to produce a book in a joint venture with the H.C.V.A. to celebrate 50 years of Government bus operations. Anyone who has suitable photographs or knowledge of this subject is asked to contact either Vic Solomons or Michael Balk.

Model Railway Exhibition On the weekend of 17/18 April the Society participated in a model railway exhibition at Cranbrook School. We staged a static display and sales stand.

Activities such as the Harbour Bridge Celebrations and this represent an opportunity to promote the Society and raise funds for our future. We urge your support for these ventures.

SOUTH PACIFIC ELECTRIC RAILWAY
Co-operative Society Ltd
SYDNEY TRAMWAY MUSEUM
GPO Box 103 Sydney NSW 2001



SPER NEWS

JUNE 1982

EDITORIAL

Why Did You Join the Museum?

The 23rd Annual General Meeting of the Society will be held on 25 June and enclosed with this SPER NEWS is your copy of the Annual Report, which outlines the Society's achievements over the past year, ended 31 March. As you will see, the Society has finally reached the light at the end of the tunnel, so to speak, as we are fast approaching the stage where we will be in a position to commence operations at our new Museum site, free of the restraints placed upon us by the successive Authorities who have controlled the old National Park site.

As older members will testify, at the beginning of the Society's existence, we had a great number of "knockers" amongst the Media and the Government of the day, due to the intense anti-tram feeling, generated by both groups. We were looked upon as a bunch of idiots "playing trams". Now, 23 years later, we have proved our critics wrong, especially those who said that it couldn't be done, and have built up an impressive collection of tramcars, many of which we have been operating for seventeen years. We have, in fact, become accepted by the Government and Media and have received much help from those sources in recent years.

Regrettably, a new breed of "knockers" has emerged in recent years and this group is the one which is causing the Society the most concern, for they are our own members.

One of the most disheartening aspects of being a Director of this Society, is being asked continually by members, who are mostly seen only at Open Days or meetings, "What is the Board doing about the new site", or in fact any number of things which the Society is undertaking. While the Board is responsible for the administration of the Society, it consists of only seven members and merely represents the 280 or so members of the Society. As a Co-operative Society, ALL members have a responsibility to help with the operation of the Museum and there is a multitude of ways in which each and every member can assist in carrying his or her share of the workload. If this is done, then we will most certainly reach operating status at the new site in the shortest possible time.

It can be reasonably stated that out of our total membership only about 20% actually participate regularly in any of our activities, including social events which are arranged by the Board and other interested members as a means of getting members to know each other. The response by all but the hard core of working members to these efforts is however most disappointing, to say the least.

The Board of Directors can only direct the course of the Museum. It cannot direct the members to lend a hand with the work. This aspect must be left to the individual members spirit of co-operation and

fair play. Are YOU pulling YOUR weight. Will you be able to point to the new Museum, when it is operating and say "this is what we built", or will it merely be the ubiquitous "they" who will get the credit this time, rather than the blame.

As pointed out in February SPER NEWS, the membership fees currently charged do not cover the cost incurred by the Society in servicing each member and an increase in membership fees next year is inevitable. When faced with the increased fees at the end of this year, you will therefore be given three options:

1. Consider that in view of the extent of our activities, the costs which the Society must meet throughout the year and the part which we are playing in preserving part of Australia's heritage, we are only paying less than \$1.00 per week, which is much cheaper than most other recreational outlets or hobbies. If you agree with this reasoning, then please stay with the Society and support it;
2. If you are only a member of the Society just to get out of it what ever you can, without putting anything into it, or just to get a few free tram rides, it would probably be cheaper to pay \$2.00 each visit for an all day ticket and take out a subscription to "Trolley Wire"; or
3. If you just want to have a picnic keep on going to Audley, as you are at the wrong place.

We realise that the interstate, country and some of our more elderly members cannot actively participate, although this has not stopped some of them but if you cannot do anything positive, please don't be negative. We need all the help we can get to get our act together.

Works Reports.

(a) New Site

The concreting of the tie bars and around the foot of the rails on Roads 5 to 8 inside the new shed has now been completed and work is continuing on the welding of the rail joints on Roads 1, 2 and 3.

Levels have been taken for the positioning of the Railway Square waiting shed. If you have a flair for jig saw puzzles, come along and lend a hand when the shed is reassembled. Those successful at that task will then be permitted to work on the three-way point and scissors crossover.

The connection of the water supply has now been completed, thanks to Richard Clarke and our friendly plumber, Greg Crotty.

Should you need to telephone the new site to see what you can do to assist with the work, the new site telephone number is (02) 542 3646.

(b) Old Site

On Saturday 29 May, one of the forgotten cars from A and B Roads, Ballarat single-truck car No.12 was coaxed through the "special" work which passes as the yard of the East Branch and was returned to the main line, to receive a mechanical and electrical overhaul in our spartan workshops. The air compressor is currently being overhauled.

Bill Parkinson was in charge of the transfer and his comments immediately after the car was finally stabled in the main shed will be forwarded on request in a plain brown envelope, to members over the age of 18.

It is hoped to have Ballarat 12 back on the roster of cars available for traffic in the near future but as single truck cars are particularly hard on the trackwork, this will depend on maintenance being carried out in that area. Essential maintenance work on the track, particularly in the Depot Yard, has been deferred in the past, due to the need to concentrate our work force on the new site but the time has come when this work must be attended to as a matter of urgency.

We will soon require members to learn the skills of track laying for the new site, once a start is possible on the new main line and this is an excellent opportunity for those who have never experienced the satisfaction of laying tracks to serve their apprenticeship.

Work has now commenced on body repairs to double-deck bus 2619 and already the rust has been cut out and new framework welded in.

What's News Department

1. New Products

As announced several issues back, the first of a possible fleet of Urbuses has been manufactured by Danny and Vicki Urbas and is now in service at the Dulwich Hill Depot

Delays in construction caused the prototype model, Deborah Elizabeth, to be a week overdue but she was finally outshopped from the Canterbury Workshops on 16 May. From all reports, the proud parents are pleased with the results. Congratulations to both.

2. Wedding Bells

Congratulations and best wishes are extended to Steve and Karen Savage, who were married on 1 May.

3. Coming Events

Congratulations are also extended to Society Members Bill McCabe and Fay Perry, who recently announced their (not unexpected) engagement.

4. New Members

The Board of Directors, on behalf of the members of this Society, extend a welcome to the following new members:-

(472) Martin W. Laizans

(473) Lynette E. Thomas

(474) Kenneth Birkett

(475) Jack R. Nyman.

Curator's Report

The following report from our Curator, Bob Casey, was written and forwarded from Singapore, where Bob is currently located on business. He will be back on deck for the Annual General Meeting.

That unfortunate need to achieve allotted employment

objectives, from which many of us suffer has severely cut into the Curator's available time. However, others remain active which allows us to report the following.

1. Restoration and Preservation

R1-1995 is to be acquired. This car is currently in the possession of Bruce Pinnell and is significant being the last passenger car to run in revenue service in Sydney, it is also a post-war COMENG-built car. We wish to thank Bruce for his generous donation.

Negotiations regarding the possible acquisition of C95 from STRPS (Parramatta Park) have commenced, although they are presently only at an early stage. Under these circumstances members are requested to submit any related queries, comments or information to the Curator, R & P Committee or the Board only. Your co-operation is requested to enable the negotiations to proceed as smoothly and quickly as possible.

The short-term bus restoration programme is to bring AEC 2619 and Albion 1615 "up to scratch". NO other work will be carried out on our buses, except that which has been approved by the Technical Services Manager (Bill Parkinson), until 2619 and 1615 are judged to be satisfactory. The situation will then be reviewed in relation to AEC 1694 and Leyland Half Cab 1275.

2. Archives and Display

Bob Cooper is quietly working offsite on both our fixed and portable displays - if you want to help please get in touch with Bob.

Vic Solomons and Don Campbell would appreciate any offers of assistance in cataloguing archival items stored at the Museum, as some of these items may commence moving to Loftus within the next few months.

3. Safety

The aisle between Nos. 3 & 4 roads is generally clear of "fixtures" and debris, please do not try to restore it to its "original" cluttered condition.

Although similar requests may be made elsewhere in this newsletter, the Safety Officer requests the co-operation of ALL members in making an extra effort over the next few months, to provide your physical services on Saturday, primarily for the purpose of completing deferred maintenance work at the Museum. If this work is not carried out VERY soon, we may experience difficulty in providing Traffic Operations, which could severely affect our revenue-earning capabilities.

4. Member Liaison

Bob Casey's home 'phone number has been changed to 808 1957.

Almost continuously, it seems, we receive requests from various officers of the Society for help in one form or another, predominately of the "physical services" variety. How do you react to these requests - do you decide to do nothing because:

- (a) "Somebody else" more competent will come forward;
- (b) "I am too busy", any time I could spend would not

- be effective;
- (c) "They" know what "they" are doing and I do not need to help "them" fix it up.
- (d) It is a standard procedure of officers in many societies to make the ordinary members feel wanted. However, it is only window dressing because the established "cliques" do not want anyone invading "their territories".

If you apply any of the above excuses to explain your non-contribution of services, you stand a very good chance of being way off target. If you believe these excuses are valid, contact Bob Casey to discuss your point of view.

A number of words in the above excuses are shown between " " , because the author believes they indicate negative attitudes, and thus should be highlighted, particularly the words "they" and "them". We too often hear expressions such as:

"They should straighten the overhead" or "we should get them to oil the checkrails".

The author suggest that if you are about to make a statement similar to one of the foregoing, consider the possibility that "they" or "them" are just simply too busy, but would certainly welcome your help to get all these things done. If this sounds reasonable to you come forward and offer your services, do not wait for "somebody else" to do it. Why not substitute the word "I" or "we" for the word "they". See how things will progress then!

If the latter of the four "excuses" is your reason for not coming along to our work parties, just come along and see how easy it is to join a "clique". The Museum's "workers' clique" is the easiest of "cliques" to join and you will be surprised how soon you will be accepted into it if you are willing to "have a go". Remember - ours is not a Society of "armchair enthusiasts" whose sole aim is to TALK about how good the trams WERE. We have the unique opportunity to not only preserve the real thing, but also to DRIVE our own vehicles on our own tracks. How far we can go, depends upon the amount of work which ALL of our members can contribute to the cause.

New Records Set by Society

(a) Traffic

Peter "Genghis" Kahn could perhaps be referred to as the Society's answer to Kamahl. Both are noted for their talents at the business end of a microphone but each in different ways. Both also come in for a considerable amount of light hearted "knocking".

Peter, as most members will be aware, is our extremely energetic Traffic Manager and he is continually finding new ways to gain exposure and publicity for the Society in the Media and his most recent efforts in this regard resulted in some free pre-School Vacation publicity in "The Sun" newspaper and on Radio 2BL, where our own multi-media personality was interviewed.

Consequently, Traffic Revenue for May was an all time record of \$1,000, gained over seven operating days, including two Wednesdays during the School Vacation. On Sunday 16 May, we carried nearly 700 passengers for a total of around \$250 in fares.

While our comparatively small number of Traffic Staff should be thanked for the part they played, we would particularly like to thank Peter for the time and effort which he continues to pour into organising such events. Thanks Peter.

(b) Accounts

The Annual Report with this SPER NEWS has been prepared without the usual last minute rush that has traditionally been associated with such reports. This has been achieved by the full co-operation of all concerned. However one item stands to the forefront.

The books of account and supporting documentation for the financial year ended 31 March 1982 were in the hands of the auditors on Friday 23 April 1982. Never before have these been ready in April, indeed sometimes they have barely made May. An exceptionally hard effort was put into achieving this result by Treasurer Col Gilbertson and acknowledgement is made of the part played by Dave Bennetts, Norm Chinn David Critchley, Laurie Gordon, Peter Kahn and Ben Parle in handling part of the financial activities or helping with the publishing and sales stocktake.

Errata

If you thought that some of the items in the last SPER NEWS didn't quite make sense, we must agree with you. The gremlins were at work and some of the items didn't quite turn out the way they were written.

Under the heading "New Site Report", paragraph two should have read - "Flushed with success and a certain amount of water, the General Manager ceremoniously pressed a button in the Gents' toilet at 5.20 p.m. and all present stood in awe as a torrent of water was discharged and the cistern refilled itself by water pressure, rather than by members with buckets!"

Under the heading "Transfer of trams to the New Site", the first paragraph on page two should have read - "A detailed list of trams and their priority for movement to the new site had been prepared and it had not been intended to move 1111 until several other cars had been moved but the circumstances surrounding the movement in this instance and the policy adopted by the Board, whereby the movement of any tramcar from the old site for any purpose whatsoever will result in its being returned to the new site, necessitated a revision of the list".

Out of Service

Well known Society Member Bill "Wally Townsend" Tuffnell has been back in shops for repairs following yet another argument with a motor car, while riding his bicycle. Once again, he suffered a broken leg, which has prevented him from carrying out his familiar duty as Returning Officer at the Annual General Meeting. His place will be filled in this capacity by Don "The Hogger" Campbell.

On behalf of all the members of the Society, the Board of Directors would like to wish Bill a speedy recovery.

Suburban Electric Train Tour

It is very pleasing to be able to report that this tour was most successful in its two aims, these being to provide members with an interesting social outing and to raise money for the Museum. The total

profit amounted to \$552.90, after all costs were met.

Comments had been made about the \$12.00 Adult and \$8.00 Concession fares charged for the tour, but considering that our own members generally do not support our tours to any great extent, the fares must be higher than those charged by other Railway-orientated societies whose members DO support them. It may also be noted that the S.R.A.'s charges for the tour amounted to \$960.00, so we must sell quite a few tickets just to cover costs. We have charged low fares in the past, such as on the Crookwell rail motor tour and have still not received any great level of support, resulting in a considerable financial loss in some instances.

The tour was patronised by some 55 members, their families and friends, plus members of other societies and a total of about 150 passengers had what we can confidently say, one of the most enjoyable tours in many years.

The unusually large gathering of passengers assembled on No.2 Platform at Homebush at midday on a very pleasant Saturday 22 May, raised a few eyebrows but the natives became increasingly restless as the minutes ticked away after the appointed departure time of 12.12 p.m. and still no train appeared. Defective jumper couplings between the wooden cars C3082 and T4279 were responsible for the delay which caused the train, Run 412 (What's a 412, you may ask!), to depart Flemington Car Sidings 20 minutes late.

However, the frowns turned to smiles when finally the train appeared, with set number plates SPER/1A front and rear (by courtesy of the Engineer, Electric Train Running, no less). After the stop at Strathfield, spirited running to Illawarra Junction saw a few minutes regained and we continued on towards North Sydney Car Sidings.

Co-operation between the train crew, which consisted of Driver Ray Sullivan, Guard John Hicks, Locomotive Inspector Arthur Cochrane and Traffic Inspector Kevin Wright, together with the added co-operation of our passengers and a certain amount of recovery time, resulted in the train departing Waverton Neck on time and the omission of the scheduled photo stop on the Harbour Bridge, due to fears about the poor condition of the wooden decking around the railway tracks, caused us to be early into Wynyard.

The photo stops at Rookwood Platform and on the Cemetery line went as planned and we arrived at Parramatta on time.

Late running of the Rail Motors from Richmond and the following interurban, however, caused us to depart late for Pippita thence to Elcar and the advancing of a rather slow wheat train ahead of us through Enfield and on to Canterbury, together with the despatching of a local Up Bankstown train ahead of us from Canterbury, threatened to wreck the timetable completely.

However, the excellent co-operation between the Driver and the Locomotive Inspector was to save the day once more. Passengers were requested not to alight at Sydenham as the train was to be relayed. As soon as we arrived, car C3102 was cut out by Arthur Cochrane, while C3082 was almost simultaneously cut in by Ray Sullivan, who had made his way back there en route. With a flicker of lights being the only hint as to what was going on, the train moved off toward Sutherland after only about 20 seconds at the platform, much to the amazement of the passengers watching from No. 2 Platform.

The trip to Waterfall, which included the "photo stop of the day", was quite interesting, but not as entertaining as the advertised "rather brisk trip" back to Sydney from Waterfall. A total of 9 minutes 15 seconds elapsed from departure from Waterfall to arrival at Sutherland, which, allowing for the slowing down at Loftus due to a speed restriction, worked out to be a maximum speed of about 100 kph!

We were still a little late on arrival at Regent Street but we finally departed for Flemington Car Sidings on time and as passengers alighted at Homebush, it was agreed that this was the best trip we had operated for many years. We offer our commiserations to those members who did not participate and our thanks to the loyal members who came along with their families and friends for an enjoyable social outing.

The Society has expressed its thanks to the train crew, via a letter to the S.R.A. Chief Executive, David Hill, and the Board extends its thanks to Dick Jones, for the considerable energy expended by him in organisation of the tour.

A timetable has already been worked out for our next trip and a submission will be made to the S.R.A. for permission to operate it, hopefully in mid November. Details will be announced as soon as possible, so save your money again, as the next trip will be slightly longer but hopefully reasonably priced, dependent upon YOUR support.

Tours Committee

It is proposed to establish a Tours Committee to co-ordinate and plan all Society rail and bus tours and any member who feels that he or she can contribute anything in this regard, is invited to attend a pre-A.G.M. meeting in the Members' Bar (Ground Floor), Government Transport Social Club, Regent Street (near Railway Square) on Friday 25 June, commencing at about 5.30 p.m. and lasting up until 7.00 p.m. Ask at the reception desk for Dick Jones, if you are not a member of the Club.

From the Traffic Manager

Crew Training

Trainee drivers are reminded that further driver training sessions will be conducted on Saturdays 19 June and 17 July. Trainees are also advised that it is in their interests to undertake driving or conducting duties on normal traffic days, so that they can achieve sufficient "on the road" hours in order to qualify for appointment.

Trainee drivers are required to be supervised by an Instructor, whereas trainee conductors may work under guidance of a qualified conductor, who will be delegated by the Traffic Officer.

Applications are invited from members who are desirous of joining the Traffic staff. The applications should be addressed to:

Traffic Manager,
Sydney Tramway Museum,
G.P.O. Box 103,
SYDNEY, 2001

and include the following details:

1. Name in Full;
2. Address;

3. Contact telephone numbers - both
business and private (if possible);
4. Membership No; and
5. Date of Birth.

Traffic operations require a large number of staff so as to spread the workload, and are one of the enjoyable aspects of being a member of the Museum. As with all other positions in the Society, the usual fringe benefits will apply.

For Existing Traffic Staff

A further request is made for Traffic staff to:

1. Check the Roster, and note your rostered dates - remember, it is YOUR responsibility to arrange a swap or relief, unless urgent, last-minute circumstances prevent this from being possible;
2. Turn up on time, which means 9.00 a.m. - NOT 10.00 a.m. or 10.30 a.m.
REMEMBER - Traffic operations run from 10.00 a.m. to 5.00 p.m. and
3. Wear the full uniform for the prevailing seasonal conditions.

If we are going to present ourselves to the public as a Museum operations, and not just a "bunch of idiots playing trams" (with apologies to the Editor!!), it is essential that each and every one of US comply with the above three requirements.

Tramcar Cleanliness

Members are asked to make themselves available for cleaning of traffic cars, particularly exterior washing on Saturdays. Those interested and/or available are requested to contact Peter Kahn on 411 1177 (business) or 498 3820 (private).

From the Commercial Manager

Would all members please note that all sales on credit are handled by Michael Balk. Under no circumstances should any direct sales, except for cash, be made without reference to the Commercial Manager.

Your co-operation in this matter is requested.

Financial Report

The Directors acknowledge with thanks donations received from the undermentioned Society members and supporters during the year ended 31 March 1982:

Donations to Tramway Museum Fund for the year ended 31 March 1982.

W.S. ARMITAGE	A.L. GARBUTT	D.C. O'SHEEHY
P.T. ASHLEY	R.B. GIBSON	B.J. PARLE
D.L. BARNES	J.B. GREEN	P.T. PARKER
R.J. BOYD	A.J. GRIFFIN	D.F. PARKES
R.A. BUCKLAND	E.G. HALL	I.A. SAXON
K.A. BUTT	R.E. HALL	R.S. SHEPPEARD
C.M. BYRNE	M.L. HALLORAN	D.C. SIMS
P.L. CAVINATO	B. HEBBLEWHITE	V.C. SOLOMONS
H.R. CLARK	P. HENDERSON	R.P. STACK
J.A. CLARK	R.G. HENDERSON	G.J. STEVENS
R.C. CLARKE	A. JAMES	R. STEVENSON
L. COGHILL	R.M. JOHNSON	D. STREET
V.R. COLLINS	R.S. JONES	G.R. TANT
J.A. CROKE	D. La MOTTE	T. TOTTENHAM
L. CUREULL	J.R. LEEDS	W.A. TUFFNELL
T.E. DAVIES	M.M. LIND	W.F. TUFFNELL
K.F. DIBDEN	B.C. McDONALD	C.W. TUMBER
D.A.A. DOUVRAY	B.D. MORRELL	D.J. URBAS
D.J. DOYLE	B. MUSTON	G.T. URBAS
T.A. ELLIS	P.N.H. NEVE	D.J. WILSON
P.G. FERGUSON	J.R. O'BRIEN	D.R. WILSON
C.W.A. FLYNN	S.O'DONNELL	D.R. WITHERS
D.C. FOX	G.R. OLSEN	

In earlier issues of SPER NEWS requests were made for financial support from members who were unable to give their Society tangible physical support. To date one donation - of \$10.00 - has been forthcoming. The Treasurer, enjoins all members to read the Editorial again, and seriously re-think their commitment to the Society.

Under the heading "W2be or not W2be" in the February issue an appeal was made for donations to finance the purchase and transport of a W2 car from Melbourne. Once again, one donation of \$10.00 has been received.

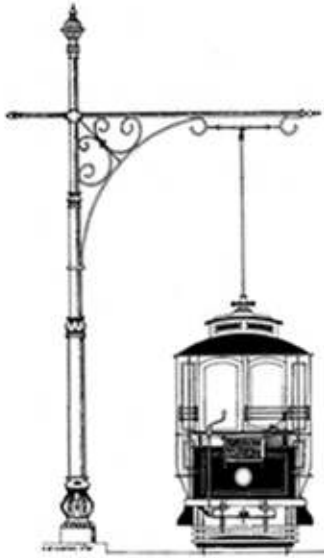
"Trolley Wire"

Members will no doubt be concerned at the continued late running of "Trolley Wire". This concern is also shared by your Directors.

Basically three factors have contributed to the delays presently being experienced:

1. The magazine fell behind schedule during 1980 due to lack of available staff, exacerbated by serious illness;
2. During late 1980 the magazine become "track locked" at the printers - one issue took ten weeks to produce; and
3. Lack of input from interstate Museums. The situation was that critical by the August 1981 issue that the editorial staff simply ran out of material provided by other organisations.

We take this opportunity of expressing appreciation for your patience. We are concerned that "on time running" should be restored, but basically, as highlighted in the 1981 Annual Report, there are too few people willing and able to carry out the work involved in the production of "Trolley Wire".

EDITORIALMoving in the Right Direction

In the last issue of SPER NEWS, we attempted to lay the Society's position on the line and urged members to once again pitch in and help to get our Museum on the move again. It may be a little early to gauge the results of our appeal but we have received letters from some members.

It is apparent that many of the members who have either been absent from the workforce, or who have not yet picked up a shovel, are generally of the opinion that as progress at the new site has been rapid over the past two years, we are doing well, have plenty of money, don't need any more physical or financial help and are being unreasonable in expecting them to assist in these ways.

With the exception of the rapid progress, the remainder could not be further from the truth. We must certainly concede that we have progressed at a much faster rate at the new site than we did at the old site in twenty years. However, as those who have been through it all at both sites will agree, it is like com-

paring stone age methods with modern technology. We had plenty of willing helpers in the early days of the old site, many of whom appeared every Saturday and Sunday and the work was carried out by pick and shovel methods. The ranks of our working members have thinned out somewhat through the years, as most have since married and must allow some time to spend with their families. Nevertheless, the workers are still basically the same members who were there twenty years ago, with only a handful of new faces added through the years.

With a much lower percentage (about 20%) of the total membership now available to do the work and a certain amount of urgency about getting things started at the new site, we have had to hire machinery to replace the pick and shovel methods of the past twenty years and because of Council requirements, we had to pay to have our building erected in a proper manner and to an acceptable standard, a problem which was not considered at the old site. This, of course, costs money, BIG MONEY and unfortunately, we do not have access to large amounts of this commodity. For the first time, we have had to borrow money. It would be a retrograde step to return to the pick and shovel methods again as this is both labour intensive and time consuming and this is "just not on" (to quote certain politicians).

To get down to plain facts (at last, you may say), if you really care about the future of the Society and the Museum and want to see even more progress at the new site, why not recycle some of the unused dollars which you may have lying around and let us put them to work for you. All donations over two dollars, are tax deductible and are worth up to 44 cents in the dollar on your tax return. The tax deduction also applies to any donations to the "W2" fund as we must not lose sight of the fact that our Sydney cars are irreplaceable and need a rest too.

Col Gilbertson is always poised to write out receipts for your donations, so why not make him happy. Remember - One Dollar represents between five and ten minutes pay these days and only one dollar per week adds up to \$52 per year. If all our members could contribute just one dollar per week, we would have about \$14,000 additional per year to keep us moving in the right direction. Please give that some thought.

2. WORKS REPORT

Work at the new site has been continuing at a rate comparable to the amount of money available. By careful planning, Bob Cowing has managed to get the maximum usage out of any plant which we hire at the new site.

In recent weeks, tracks 5 to 8 inclusive within the new shed have been filled to rail level, using fill from outside the shed where the three way point is to be located. Other earthworks have been completed as the opportunity arises but much remains to be done. In this instance, pick and shovel methods would be useless, even if we had access to an army of workers, as the

2.

area is largely sandstone which can only be satisfactorily handled with earthmoving equipment.

Work has now commenced on enclosing the front of the shed, above the doors and this should further enhance the appearance of the building.

Additional supplies of rail have also been transferred from the old site to the new site and in the process, we have discovered the affect that gumleaves have on steel rails over a prolonged period. Some of the rail, which has been stacked for over ten years at the old site, has suffered badly with rust, due to the action of the gumleaves. We are not exactly overburdened with rail and should any member be aware of any reasonable condition, reasonably accessible and, most importantly, reasonably priced 60 or 80 lb (30 or 40 kg in the new money) rail which may be available, we would be pleased to hear about it.

Meanwhile, back at the ranch, work at the old site continues to be confined to selective maintenance in all areas except tramcar maintenance. In the latter area, our tramcars continue to receive their regular maintenance and consequently, a varied selection of cars remains available each traffic day, thanks to our maintenance staff. If you are interested in tramcar maintenance and feel that you have skills which may be of use to the Society, or are willing to learn, Trevor Glenn and the rest of the maintenance staff would be pleased to hear from you.

Some minor and essential track repairs have been carried out at the old site in recent months and more track and overhead wiring work will soon be undertaken. Traffic staff are reminded that 4 kph speed limit is in force in the depot yard and high speed running is to be avoided elsewhere on the "main system".

The regular Tuesday Night maintenance workers have been making good progress on the restoration of L/P 154 and F 393. If you want to see how good the interior of the L/P is looking these days, come and see for yourself. The work is a credit to Chris Jacobs, Vic Solomons and the rest of the Tuesday nighters who have contributed so much time towards preparing 154 for her second re-opening ceremony, when she will inaugurate tram services at the new site, as she did at the old site back in 1965. Again, if you have skills in the car-building or painting fields, your talents would certainly be useful. Care to tackle O/P 1089?

If you have the time spare, whether you are skilled or unskilled, you are invited to participate in our work parties, which are held at the old site every Tuesday evening and at the old and new sites every Saturday. Special work parties are held on the Second Saturday of each month.

3. WHAT'S NEWS DEPARTMENT

a. New Products

Canterbury Workshops is continuing to outshop new products at a steady rate and is, so far, ahead of Camden. On Thursday, July 1, at 8.47 a.m., a prototype lightweight model (4 lb 1 1/2 oz) rolled off the Canterbury production line and was officially handed over to the anxious new owners, Julie and Bob Cooper. The new model, to be known as Daniel James Cooper, has now been housed at Julie and Bob's Campsie Depot and we extend our congratulations to them. What is that saying about all work and no play?

b. New Members

The Board of Directors, on behalf of the members of this Society, extend a welcome to new member Allan Ward (476).

c. Wedding Bells (Past)

Marriage is still a popular diversion from the "all work syndrome" and the Society was pleased to hear of the recent marriage of Ross Boyd and his wife Jane, who tied the knot, or should we say, connected the jumper, on 16th July. Congratulations and best wishes, Ross and Jane.

d. Wedding Bells (Future)

Financial Director Colin Gilbertson has also announced his intention to join the ever increasing number of married members, with the able assistance of his fiancée, Cynthia McMullen. The effective date of the engagement was August 1, with the proposed commencement of permanently coupled operations tentatively set for Saturday, March 5, 1983.

Even the ultimate test, Cracker Night at the Joneses, with some ten lively children ranging in ages up to 7 years in attendance, did not deter Cynthia and she has been awarded the Speranian Croix de Guerre (in this case, a bottle of Valium).

Congratulations and best wishes are extended to Col and Cynthia on behalf of the Society.

e. Obituary - Someone Else

It is with great regret that the Society has learned of the untimely demise of one of its most valued members, Someone Else.

His passing creates a vacancy that will be difficult to fill.

Someone Else joined the Society a long time ago, almost at its inception. He always did more than his share of the work and whenever there was a job to be done, money needed, or any number of things required to be done or organised, one name was immediately on everyone's lips....."Let Someone Else do it" was the immediate reaction.

It is common knowledge that Someone Else was among the largest contributors of time, money and effort to the Society. When a volunteer was needed, we all expected Someone Else to do it. He was such a wonderful person and he sometimes appeared superhuman as he was required in so many places at the same time but one person can only do so much. We all now realise that we expected too much from Someone Else.

Now that he is gone, we all wonder what we will do without him, as he left a wonderful example to follow. Who will do all the things that he once did?

In future, when we are called to assist in the Society's activities, remember - we cannot depend on Someone Else forever.

f. Next Meetings

Members are reminded of the following dates for the Society's next Social Meetings, which will be held in Room 3 of the Railways Institute, Cnr. Devonshire and Chalmers Street, Surry Hills (at Devonshire Street exit or Central Station), commencing at or about 7.30 p.m.:-

Friday, September 3

Friday, October 29

Our Social Meetings are an excellent opportunity for members to air their views and grievances, so if you have something to say, or ask, come along to the meeting.

Following the various reports from the Directors and, of course, Peter Kahn's Traffic Report, entertainment has been arranged in the form of slides taken by Arthur Perry on his recent travels to Japan and New Zealand.

g. Open Day and Children's Christmas Party-1982

As it is only four months until Christmas and only just over three until Saturday, December 11, please make a note of that date and come along to our Annual December Open Day and Children's Christmas Party. Santa Claus will be there as usual, for the children.

As we said last year, it will probably be your last chance to take photos of some of our cars in service at the old site. Since last Christmas, O 1111 and K 1296 have taken the one way trip to the new site and from all indications, the next car to go will be 1740.

h. Annual General Meeting-1982

The abovementioned General Meeting was held on Friday, June 25, 1982 and as the three retiring Directors, Messrs. Cowing, Casey and Parkinson were the only members seeking election to the Board, they were declared re-elected without the necessity of holding a ballot.

Apart from the usual A.G.M. business, Don ("The Hogger") Campbell, after taking off his hat as stand-in Returning Officer, raised the matter of the Society issuing Debentures, as a means of obtaining sufficient capital to "SPER" along development of the new site. This matter had been raised by Col Gilbertson several years ago and will be followed up by Col within the next few months. Details will be made available in a future issue of SPER NEWS.

i. If the Cap Fits.....

Member Geoff Cooke has advised that due to unavoidable circumstances, he is unable to remain on the Traffic Roster and accordingly, wishes to sell his uniform. The shirt and trousers have only been worn twice and the remainder are in unused condition. The items available are as follows:-

Trousers	size 6½
Shirt	O.S.
Jacket	7½
Cap	7½

Geoff is asking only \$40 for the lot and if you are interested, please phone him at home (at a reasonable hour, please) on 523 9098.

4.

j. Tours Committee

The meeting advertised in SPER NEWS to discuss the operation of Society Tours, was held Friday, June 25, prior to the Annual General Meeting and those present discussed the proposed rail tour planned for November, the arrangements for which are proceeding satisfactorily.

The interest in the operation of tours and, in fact, most of our fund raising activities, was demonstrated by the number of members who attended the meeting, as all present, Dick Jones and Don Campbell, readily agreed. Someone Else was conspicuous in his absence.

k. Future Tours

The Society's next rail tour will be operated on Saturday, November 13, using a four car single deck interurban train.

Subject to final approval, we hope to travel via the North Shore line to Hawkesbury River thence to Flemington Markets, Homebush Saleyards, Glenlee Junction (at the present time, the Glenlee Sidings are out of service), Rozelle, Bondi Junction and Rockdale. Some of these places have rarely, if ever, seen either electric passenger rolling stock or an interurban train, so please keep this date free. Departure time from Sydney Terminal is planned for 11.30 a.m., returning at 7.10 p.m., if the tour operates entirely as planned. The fare will undoubtedly be around \$16 for adults but this depends on the costs and the number of crew required, which is so far standing at five. Full details and booking forms will be issued as soon as all arrangements are completed. A special Family rate for members' families is being considered for this trip, so bring the family too.

We are receiving the same amount of co-operation from the S.R.A. in the running of this trip as we experienced with the previous trip, so if all goes as planned, a great time will be had by all.

l. Changing Your Address???

Many members have commented from time to time that the Board should be told but this apparently does not always extend to their change of address. We were recently taken to task by a member whose Trolley Wire and SPER NEWS had gone to his old address after he had moved. His comment was that the right hand didn't know what the left hand was doing. However, we have requested many times that if you are changing your address, you should advise THE SECRETARY at BOX103, G.P.O., SYDNEY 2001. In this case, he advised the Membership Secretary, Ben Parle, when he renewed his membership but by the time this information was passed on and all concerned were informed of the change, some magazines, etc., had already been sent.

m. 50th Anniversary of the Government Bus Services

On Christmas Day, 1932, the N.S.W. Government presented itself with the majority of the former privately owned motor bus services which, in many cases, operated in competition with the tramway system and thus began the system which we know to-day.

To commemorate this anniversary, the Society is co-producing a book on the history of the Government Buses and it is possible that yet another of our tramcars will be transported away from the old site for use as part of a display of transport vehicles. The car requested is "R" 1740 and as in previous occasions, this car will be returned to the new site after the display has concluded. Further details will be announced when definite arrangements have been made.

n. 1982 - The Year of the Tree

Early this year, at the new site, we completed the lava-tree and now to further commemorate the Year of the Tree, Bob Cowing is organising the first Members and Friends/Families Day to be held at the new site. The reason for this function, apart from the social aspect, is to commence tree-planting at the new site, a problem which we did not have at the old site. At the new site, this is a requirement of the Sutherland Shire Council.

The third Saturday in October, Saturday 16th, has been selected for this event, which will start with a barbecue at 12.30 p.m. The Society's gas barbecue will be provided but members should B.Y.O. food, refreshments, etc.

Trees will be supplied by the Society but it would also assist if you could bring along your own shovel, fork or other implement, as we have only a limited supply of these items. Of course, depending upon where you are to plant your tree, a small amount of explosives could help! Just ask any of our post hole diggers about that.

o. Operation of Society Road Motor Vehicles

In an attempt to bring some order to the previous situation concerning authorisation to operate the Society's road motor vehicles, such as the tower wagon and the fire engine, as well as the buses, all such vehicles have now been brought under the jurisdiction of the Crew Training Committee.

As from 1st August, only those members who have been passed and authorised by the Crew Training Committee are permitted to operate any road motor vehicle. The operation of these vehicles on a public road will, of course, require the driver to hold the appropriate Department of Motor Transport licence in addition to the Crew Training Committee's authorisation.

Any member who wishes to, or is required to drive one or any of the Society's motor vehicles, should make written application to the Chairman, Crew Training Committee, P.O.Box 103, SUTHERLAND 2232, prior to 30th September, 1982.

NOTE: This applies only to Road Motor Vehicles. Members who are desirous of driving Society tramcars should continue to make application to the TRAFFIC MANAGER, G.P.O. Box 103, SYDNEY. 2001.

p. Trolley Bus Parts For Sale

The growing affluence of some of our members is indicated by the fact that we quite often have members taking extended visits overseas to sample the tramway and trolley bus systems of the U.S.A. and Europe.

Member David Wilson, who is well known for his ability to locate tram and bus bodies and other items around this area, recently tried out his ability further afield, with much success.

Back in 1977, when Trolley Bus 19 was first located by David, in company with Chris Jacobs, we attempted to obtain a rear bogie axle assembly for it through the British Trolleybus Society and we were then informed that such an item existed in a scrapyard at Cardiff, Wales. Our negotiations in this matter were not particularly successful and were discontinued when the Perth bogie was located and acquired.

With the museum's interests foremost in his mind, like anyone who is on an overseas trip, David visited the scrapyard and found that a complete rear bogie axle assembly was still available and that for \$1200, it could be purchased and shipped to Australia, for use under No. 19.

Before you say "but we already have the one from Perth", it should be pointed out that the Perth equipment is only similar to the real thing and is not complete, whereas the Cardiff bogie is the complete genuine article. To fully adapt the Perth bogie, it would probably cost the same amount as it would cost to import the Cardiff bogie. We would also have to find the time to complete the work on the Perth bogie.

We therefore seek the assistance of all members who would like to see 19 operate again as soon as possible after being returned from the Apprentice Training College, in raising the \$1200 to obtain the Cardiff bogie. This may well be the last source of spare parts for a three axle trolley bus remaining and it is an opportunity too valuable to miss, so please dig a little deeper into your pockets and if anything still remains after our other appeals, please send it along to the Financial Director, Box 103, G.P.O. SYDNEY 2001. As usual, all donations over two dollars are tax deductible, but please nominate the TROLLEY BUS PARTS APPEAL when sending your donation.

Although the parts have been around for some time at their Cardiff location, there is some urgency in our obtaining them before transport and other costs inevitably rise and we would like them here prior to No. 19's emergence from Chullora.

4. CURATOR'S COMMENTS

(Bob Casey's comments were written and posted in Australia this time, unlike his previous report which was forwarded from Singapore. However, Bob's job has now taken him overseas again and we have received various despatches from Hong Kong, Switzerland and Italy. It must be hard to have a job that tears you away from the Museum like that all the time, Bob!)

a. Archives and Display

Frank Moag, a foundation member of the Steam Tram and Railway Preservation Society (Parramatta Park) and also a member of this Society, recently presented us with a section of a trolley base support, complete with number, from "O" car 1424, which ended its career at the Beecroft bombing range at Jervis Bay. We thank Frank for his donation, which has been

handed to Vic Solomons, who will arrange for its storage until such time as it can be prepared for display.

While on the subject of donations of tramway items, if a member of the public should advise you that he/she has some items of tramway interest which he/she would like to donate to the Society, the following action should be taken:

1. Obtain the person's name, address and phone number.
2. Try to obtain a description or list of the item(s) which the person wishes to donate and how quickly they want the item(s) collected.
3. Inform the person that you will pass the information on to our Archives Officer (Vic Solomons), who will make arrangements for their collection.
4. Please then contact Vic Solomons as soon as possible at home on 588 4665, or
5. Write down all details and hand them to the Traffic Officer, a Director, or any senior member, who will pass the information to Vic.

Our Display Officer, Bob Cooper, is still plugging away and the results of some of his efforts are now starting to materialise. Those of you who attended the Annual General Meeting had the privilege of seeing the high standard of Bob's work. The writer was impressed with the careful balance of recent and older photos and the night was made on seeing a clear end view of a double deck "C" car for the first time. Goodonyer Bob!

Bob is not one to let grass grow under his feet, however and he would like to hear from any member who has good quality photos, of tramways in N.S.W., (in particular, Sydney and Newcastle electric cars) and/or photos of Society's activities over the years. If you have any of these photos, please contact Bob at home on 78 8587 or at work on 467 0111, extn 270 and he will make arrangements to inspect your collection.

b. Restoration and Preservation

The R. and P. Committee is considering the possibility of the Society's acquiring a second trolley bus as a relief vehicle for our Kogarah trolley-bus 19. We must stress that "considering" should not be translated as "it will definitely happen but it is appropriate to look into this matter at this time, as a number of New Zealand trolley buses, from both Auckland and Dunedin, are available for disposal. If you have any thoughts on this matter, or useful suggestions on ways and means of transporting such items across the Tasman at a favourable rate, please discuss the matter with either Laurie Gordon or Mal MacAulay.

Hopefully, within the next few months, there will appear on all exhibits slated for restoration, a written list of work to be done and, where appropriate, the methods to be used and the standard to be achieved. These lists will be drawn up after detailed survey of each exhibit is carried out, along with a determination of era/appearance to be represented and an investigation of restoration methods, materials and costs. The lists will be prepared by the Restoration Sub-committee, which will also monitor the progress and quality of restoration work.

If you have any queries, or believe that we should vary the content of these lists, please contact Chris Jacobs, Wayne Armitage or Tony Buckland.

c. Safety

No firm news to report at this time but sufficient progress may have been achieved by the next issue of SPER NEWS in regard to our safety programme, to outline the direction we are taking.

d. Positions Vacant

We will require a team of members who consider themselves to be "Dynamic P.R. types", to "strut our stuff" at the Model Railway Exhibition which is to be held at the Sydney Showground on Saturday, Sunday and Monday, October 2, 3 and 4. We will not be selling anything this year but we would like to take the opportunity to let the public know something of what we are doing.

The museum will also be open on Saturdays 23rd and 30th October in conjunction with N.S.W. Children's Week and additional staff will be required for those days.

If you are available for either or both of these occasions, please contact Peter Kahn at home on 498 3820 or at work on 411 1177 or Bob Cooper, whose numbers appear elsewhere.

5. 1982 COTMA CONFERENCE

The Sixth Conference of the Council of Tramway Museums of Australasia was held in Melbourne from 24th to 27th July. Over 50 delegates and observers came from as far as Perth, Auckland, Wellington and Christchurch as well as from Adelaide, Brisbane, Bendigo, Melbourne, Sydney and Haddon to the Conference which was hosted this year by the Tramway Museum Society of Victoria.

This Conference had as its theme, "Learning from the Professionals" and included visits to various Melbourne and Metropolitan Tramway Board facilities including Preston Workshops, Coburg Electrical Branch, South Melbourne Perway Yard and Hawthorn Driver Training School.

The keynote address was given by Mr. Dudley Snell, Chairman of the Board, who gave an informative and open speech on the future prospects of the M & MTB and its involvement with the Museum cause through COTMA.

Applications for membership of COTMA were received from the Bendigo Trust and Perth Electric Tramway Society (reformed from the now defunct W.A.T.M). These two groups were accepted unanimously by the delegates. An application from Haddon Tramway Workshops, which was initially lodged several years ago, was deferred once again until their constitution is finally completed and the group incorporated.

The COTMA Conference is an ongoing event where ideas and experiences can be exchanged and where friendships and contact between the various museum groups is strengthening the Museum movement as a whole.

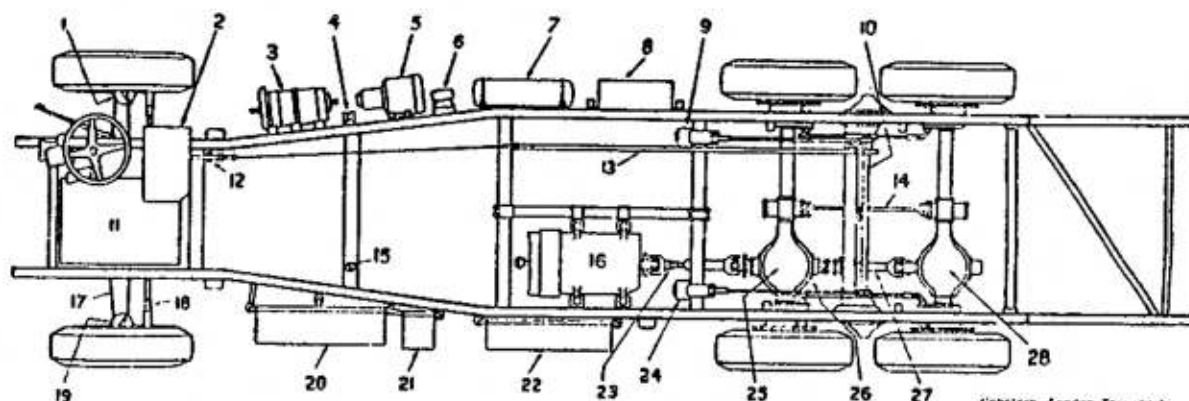
Our Society, the Senior Museum Group, thanks the TMSU for organising this year's very successful conference. The next Conference will be held in Auckland in 1984 and will be hosted by the Museum of Transport and Technology.

6. VISITING OTHER MUSEUMS??

Mention was made at the COTMA Conference of the habit of some members of the various Tramway Museums landing on the doorsteps of other Museums at inopportune times, such as work days or other now operating days and expecting someone to down tools to give them the Cook's Tour.

While this is usually done for Interstate visitors, out of courtesy, it can disrupt work schedules.

Members of this Society are therefore requested to consult the Museum Directory which usually appears in Trolley Wire, to ascertain the normal operating days of the Museum which they intend visiting. If it should happen that you cannot coincide your visit with an operating day, please write to the Secretary of the Society concerned, so that arrangements can be made for your visit, if possible.



SIX-WHEELED CHASSIS of a trolley bus, showing the following components: 1. Air brake cylinder (front). 2. Master controller and reverser. 3. Motor generator. 4. Anti-freezer. 5. Air compressor. 6. Air compressor governor. 7. Compressed air reservoir. 8. Shunt field resistance. 9. Air brake cylinder (rear). 10. Main brake shaft. 11. Main resistance. 12. Hand brake adjuster. 13. Hand brake ribbon. 14. Torque blade. 15. Air strainer. 16. Traction motor. 17. Front axle. 18. Track rod. 19. Air brake cylinder (front). 20. Main contactors. 21. Battery contactor. 22. Shunt field contactors. 23. Propeller shaft motor to axle. 24. Air brake cylinder (rear). 25. First differential. 26. Third differential. 27. Propeller shaft, axle to axle. 28. Second differential.



S P E R N E W S

OCTOBER 1982

Works Report

(a) New Site

Of the eventual eight roads in the new shed, Roads 1 and 4 to 8 (inclusive) are now complete, having been concreted and filled to rail (head) level. Road 3 is now being constructed, leaving only Road 2 to be laid, to complete the interior shed trackwork. Road 2 is to incorporate a pit and for this reason, this will not be added for some time, due to the cost involved, as other more important works must receive priority for available finance.

(b) Old Site

The rails which made up the large rail stack in the per-way compound have now been removed to the new site and general clean-up of the old site was undertaken during the Major Works Day held on 11 September. Much of the work entailed leaf raking, a job which is still very much a manual task.

Tramcar Transfers

Because of the necessity to operate our rail tour on the second Saturday in November, our traditional Major Works Day for that month will be held one week later - on Saturday 20 November. We anticipate that many of our members will want to attend on that date, as it is proposed to move a number of cars to the new site. The cars under consideration are "C"290, "D" 102 (Scrubber 134s) "E" 529-530 and Ballarat single-truck 12. All will be moved if time permits.

The movement of these cars will be significant for two reasons, as it will be the first major transfer of tramcars to the new site and the first that we have had to pay for ourselves!

Further details of tramcar movements will be given to members at the next social meeting, to be held on Friday 29 October.

Rail Removal at Rozelle

A special work day (or should it be a special-work day) will be held at the former Rozelle Tram Depot on Saturday 23 October, when, with the kind permission of the Urban Transit Authority, we will set out to remove six sets of right-hand points and one three-way point.

As some of the older members will recall, we first visited Rozelle ten years ago to lift the scissors crossover and we later returned for a set of three-way points. The lifting was done the hard way then, with a jack hammer being the only concession to modern day methods but this time we will be assisted by back hoes.

This may well be the last opportunity for the Society to obtain the special track work which we so badly need for the new site track layout, as Rozelle is both the only remaining depot at which the trackwork is assessable complete, except for that which we previously removed, and the only

one which has large numbers of right-hand turnouts. It is also important that we obtain proper tramway special work, as this removes the need for us to alter frogs for the tramway profile wheels.

As usual, we would appreciate a good rollup of members at Rozelle on the day. Bob Cowing will provide details of times, etc., for those interested. How long has it been since you last visited an old Sydney tram depot?

Society Administration

Following the Annual General Meeting and the subsequent annual review of Society Administration, the following members and Directors have been appointed to the positions listed hereunder:

Curator	Bob Casey
Commercial Manager	Michael Balk
Technical Services Manager	Bill Parkinson
Minutes Secretary	Vic Solomons
Membership Secretary	Ben Parle
Traffic Manager	Chris Jacobs
New Site Development Manager	Bob Cowing
Chief Engineer	Richard Clarke
Security Officer	Michael Balk
Safety Officer	Bob Casey
Archivist and Research Officer	Vic Solomons
Roster Clerk	Bryan Smith
COTMA Representative	Mal McAulay

Committee Chairmen:

Publishing	Laurence Gordon
Crew Training	David Rawlings
Workshop	Bill Parkinson
Planning and Development	David Rawlings
Restoration and Preservation	Bob Casey
Archives and Display	Bob Casey

Directors:

Robert W. Cowing	(Chairman)
Michael J. Balk	
Robert A. Casey	
Colin B. Gilbertson	
Richard S. Jones	
William S. Parkinson	
David H. Rawlings	(Deputy Chairman)
Norman L. Chinn	(Honorary Life Director)
Kenneth A. McCarthy	(Honorary Life Director)
Bennett J. Parle	(Honorary Life Director)

Executive Officers:

David H. Rawlings	General Manager
Richard S. Jones	Secretary
Colin B. Gilbertson	Treasurer

It may be noted that the position of Fire Officer has now been abolished as the duties of this position have been incorporated with those of the Safety Officer. On behalf of the members of the Society, the Board of

Directors would like to thank Jim Lucas, the former Fire Officer, for the time and effort which he gave to that position over the past years.

WHAT'S NEW DEPARTMENT

(a) New Members

The Board of Directors, on behalf of the members of this Society, extend a welcome to the following new members:

(477) Christopher Wilkins (478) Graham Cassey

(b) Wedding Bells

Members Fay Perry and Bill McCabe, whose engagement was announced in June SPER NEWS, have temporarily given up the trams and have embarked on the Sea of Matrimony. Their wedding took place on Saturday 25 September and on behalf of the Directors and Members of the Society, we extend our best wishes to the new Mr. and Mrs. McCabe. Perhaps Camden and Canterbury Workshops' monopoly on new products may be challenged in the future!

Membership Fees

After consideration of the costs involved in servicing members, together with those administration charges which subscriptions are intended to cover, the Board has decided that the membership subscriptions from 1 January 1983 will be:

Adults \$30.00
Students \$20.00

In addition, a levy of \$5.00 per member will be struck for 1983, to be allocated towards the new site.

Some members will no doubt feel that a 50% increase in membership fees is unwarranted, but your Directors firmly believe that in the light of the costs involved in this area of our activities, the "user pays" principle must apply. Unlike other organisations our revenue-producing activities are not highly profitable - therefore we can not afford to subsidise our membership subscriptions.

Commercial Report

A review has been carried out of the costs involved in production and distribution of "Trolley Wire", and it has been found necessary to increase the selling price to cover our outgoings.

The cover price will rise to \$1.50 with effect from August 1982 and again to \$1.80 from February 1983. Subscribers, including SPER members, will pay \$1.50 per issue (or \$9.00 per annum) from February 1983.

Following a prolonged series of signal checks "Trolley Wire" is at last getting back towards "on-time running". The August issue is expected to be on hand by early November, with October running "one section" behind.

Work is progressing well on the publication to commemorate the 50th Anniversary of Government Bus operations later this year, which the Society is producing jointly with the HCVA. Entitled "From City to Suburb - A Fifty Year Journey", present indications are that the publication will be

on sale by early December. Pre-publication purchases at a special price will shortly be invited.

A number of members have recently expressed concern at the fact that the confectionary vending machine has consistently been out of service. Whilst we acknowledge this unsatisfactory situation, the major problem stems from the fact that except during school holiday periods, the Museum is unattended during normal business hours. Consequently, it has been somewhat difficult to have the machine repaired in an expedient fashion. However, the Commercial Manager is currently looking at alternative ways of having the machine serviced - which hopefully will eliminate the problems currently being experienced.

Financial Report

The Directors acknowledge with thanks donations received from the undermentioned Society members and supporters for the six months ended 30 September 1982:

W.S. Armitage	J.B. Green	D.R. O'Brien
R.W. Barracluff	R.E. Hall	V.C. Solomons
D.M. Campbell	R.G. Henderson	A.A. Stathakis
R.A. Casey	C.J. Jacobs	R. Sullivan
R.C. Clarke	R.S. Jones	J.A. Ward
J.A. Croke	P.C. Kahn	D.J. Wilson
T.E. Davies	J.F. Lucas	B.B. Worthington
T. Everatt	D. MacDonald	R. Youl
J.A. Fitzgerald	C. Manning	
V.J.A. Flynn	R.I. Merchant	

The Society has recently paid for the rear bogie axle assembly from Cardiff, Wales, for Trolley Bus 19 - which was entirely funded by donations from twelve of the abovementioned persons. To our well-known "leaders of the push", David Wilson and Dennis O'Brien, we extend our thanks for the fact that this effort fell only slightly short of the \$1,080 target.

In an endeavour to raise further funds for the redevelopment, the Society is to float a debenture issue. Invitations to subscribe will shortly be forwarded to members. Your directors urge your support for this venture.

Next Meetings

Members are advised that the next Social Meeting of the Society will be held on Friday 29 October in Room 3, Railways Institute, Cnr. Devonshire and Chalmers Streets, Surry Hills (at Devonshire Street exit, Central Station), commencing at or about 7.30 p.m. This will be the final Social Meeting for 1982. Following the meeting, members are invited to join the growing attendance of the post-meeting meeting, which is held at the Journalists' Club, Chalmers Street.

The first meeting for 1983 will be the Social Meeting which will be held at the same location and time on Friday 14 January. The dates of the remaining 1983 meetings will be announced as soon as they are finalised.

Annual Open Day and Children's Christmas Party

Members are reminded that the annual Christmas Open Day will be held at the old site (National Park) on Saturday 11 December. This is now less than two months away, so please keep it in mind.

The bearded gentleman in the red suit will be there again to greet the continually increasing number of members' children and the remaining fleet of trams at the time, will be operating.

Our gas barbecue will be available for use by all present for lunch and dinner and the usual afternoon tea will be provided by the lovely ladies of our "ladies auxilliary". Members wives or lady friends, or both, are, however, requested to bring a plate of cakes or sandwiches to assist.

Let's make it a Merry Christmas, as we should certainly have an eventful 1983 ahead of us.

Proceedings usually commence around 1.00 p.m. and will conclude late in the evening with the usual interesting selection of movie films. Members are requested to telephone David Rawlings (520 7601), Bob Cowing (750 0876) or Dick Jones (046) (25 6872) and advise them, or their wives, of the number of children and adults who will be attending, as this will assist in the catering, etc.

Rail Tour - 13 November

As previously advised, our next rail tour will be held on Saturday 13 November and booking forms have already been sent to all members and "Trolley Wire" subscribers. If you have not yet received a booking form, or require additional forms for friends, etc., please phone Dick Jones on 219 1440 during business hours, or on (046) 25 6872 after 7.30 p.m. Any enquiries may also be directed to those numbers. If you prefer, write to Box 103, G.P.O., Sydney, 2001.

We now expect to be able to operate right into the Glenlee (Clutha Developments) Sidings, provided that the Up Main South line is realigned by then. Slippage of the embankment near Glenlee Substation has necessitated the slewing of the Up Main 15 inches out of alignment and the imposition of a 20 kph speed restriction at the site and as no electric trains venture past Campbelltown at the present time, the overhead is still on the old alignment. The severe speed restriction will no doubt ensure that the track realignment is carried out well in advance of the tour date, so the original plans for the tour should stand.

It is anticipated that Danny Urbas will be on hand with his usual refreshment service (chips, sweets, etc.) but members should bring their own liquid refreshments and perhaps a little food, as it is a rather long tour.

Bookings are already flowing in and seat reservations are compulsory. Our friendly Electric Train Running Engineer and his most helpful staff have indicated that it will be possible to provide a train of all original (NO BECLAWAT WINDOWS) style cars. If you want a good seat, BOOK EARLY. Tickets will be issued at the Social Meeting if you so desire, but they are now on hand and are being issued as applications are received and are being posted as soon as possible.

In case you may feel that the price of \$16 per ticket is expensive, please bear in mind that you will be travelling approximately 290 kilometres over a period of 7 hours, 50 minutes, as well as visiting places never before visited by electric passenger trains. The Rail Transport Museum recently offered its members a cheap (\$9.50) tour by electric train and even with the greater membership of that Society, as compared to our own, the tour operated at a loss, in spite of the RTM's use of volunteer crews. SPER does not use volunteer

crews, as in our case, the insurance premium required to cover the volunteers equals the amount of the wages of the crew and is not worth the effort involved.

We naturally hope and expect to make a small profit on our tours and by participating in our tours, you are not only partaking of an interesting and enjoyable outing but you are also contribution a small amount towards the Society's costs, which are, at the present time, quite considerable.

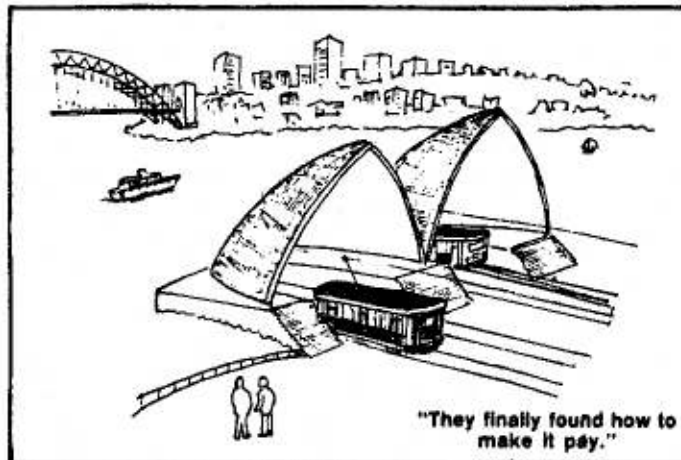
We look forward to seeing YOU on the trip.

Darling Harbour Tramway

Members will no doubt be aware that a Balmain schoolteacher, Mr. Toby Prentice has submitted a proposal to run a tramway between Darling Harbour, Pier One, The Rocks and the Opera House to Sydney City Council and the State Government.

Mr. Prentice forwarded a copy of his submission to the Society, and held discussions with the General Manager, David H. Rawlings. The Board's attitude is that the Society is pleased to have been invited to participate and would be happy to offer specialist advice and technical assistance on the repair of trams.

Your directors firmly believe that to not to be involved in this proposal, which hopefully would be operational in time for the Bi-Centenary in 1988, would be a major tactical error. Accordingly, the Society has requested that it be included in the management team that undertakes further detailed planning.



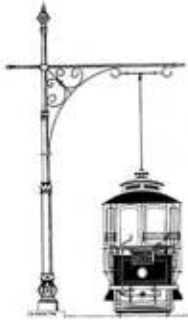
50 Years of Government Bus Operations.

As forecast in the August 1982 issue of SPERNEWS, arrangements are well in hand for the celebration of the golden jubilee of Government Bus operations.

The UTA has approved in principle the operation of a free vintage bus service on Thursday and Friday, 6 and 7 January 1983, along Route 429 from Circular Quay to Railway Square.

The UTA is to paint a new Mercedes bus in a gold colour scheme and a display will be held at North Sydney Bus Depot on Saturday 8 January 1983. The free bus service will operate between the depot and North Sydney Station.

As has been mentioned previously, it is hoped that R1740 will be displayed at North Sydney Depot and sponsorship for this is in the process of being arranged. The Festival of Sydney Committee have given approval for 1740 to be displayed in Hyde Park on Sunday 9 January near the Archibald Fountain.



SPER NEWS

December 1982.

Full Parallel at New Site!

After years of negotiations with the Lands Department, the letter for which we have been waiting for for so long has finally arrived. General Manager, David Rawlings, proudly produced the letter at the Directors' Meeting on 19 November advising that the Society has been granted PERMISSIVE OCCUPANCY of the strip of land alongside the old Princes Highway, which we require for the main line at the new site.

This means that work can soon commence on clearing our "right of way" towards Sutherland, laying track and stringing wire to finally get things moving after so much frustration. The Museum can now commence "Moving in the Right Direction"!!!

Although Permissive Occupancy is not the type of lease which we originally sought, it is the means by which we can get our project started. Now that we have "a foot in the door", we can pursue the Special Purposes lease again.

As members will be aware, we haven't been exactly sitting around doing nothing until this letter arrived, as an inspection of work at the new site will verify. However, this statement should read "the working members", in place of "we", as if the names of the work force at the old site, the new site and more recently at Rozelle Depot were to be published, the same list would suffice for all three. The tramcar movements on 20 November saw a larger than normal workforce present but no new faces.

At the 22 October meeting of the Board of Directors, it was decided to set a date for the opening of the new site to the Public. As electric operation at the old site commenced on Saturday, 13 March 1965, it seemed appropriate to celebrate the twentieth anniversary of electric operations in 1985 by commencing operations at the new site. The opening ceremony for the new site has therefore been set for Saturday, 16 March 1985, with regular operations for the public being planned for the following day, Sunday, 17 March 1985.

Although this may seem to be a rather long time in the future, bear in mind that it is only 27 months away and although work on the new site is well in hand, there will be the clearing and grading of the roadbed, laying of track and erection of overhead wiring, amongst a host of other things to be done between now and then. Although we have been able to utilise machinery to do much of the work so far at the new site, the laying of track and erection of poles and overhead wiring must still be done manually and unless there is a significant increase in the workforce, that is, the active membership, there will be little relief for the willing few who do all the work.

We must all agree that because of the delays in obtaining approval to start work at the new site and the necessity to start again from scratch to build another museum, frustration has set in but now we ALL have a chance to work off our frustrations and (for some) use up our "stored energy" to retain our place as the Premier Tram Museum in Australia. We all have the

opportunity to help build our new Museum and we have the benefit of our past experience and mistakes to assist us to make our new Museum a major attraction and at the same time prove to everyone once and for all that a group of tramway enthusiasts can achieve something that our detractors in the past said was impossible. As someone once remarked, we perform miracles right away but the impossible takes a little longer. We have already done that once at the old site, so lets get in and do it again.

Our sincere thanks are extended to David Rawlings and Bob Cowing for keeping this matter active through the several years of frustrations.

Works Report

(a) New Site

Work at the new site, of late, has revolved around the transfer of the first group of trams from the old site, with finishing touches being made to the remaining tracks inside the shed and completion of the unloading ramp and temporary tracks.

The rather lengthy temporary track, which was completed on November 6, became an ideal test track for the rail tricycle which Bob Cowing has restored to running order. The tests revealed that it works well running forward but derails in reverse.

Bill Parkinson has been busy making double deck bus 2619 presentable again for its temporary return to passenger service in Sydney, should the problems encountered with our Children's Week service be overcome. It has been proposed that 2619, 1615 and several H.C.V.A. buses will operate a service on Route 417 during January in conjunction with the celebration of the 50 years of Government buses.

Just in case there are some members who wish to go along to work parties but are given the ultimatum "you go there and you'll have to take the children, I've had them all week", bring them along with you, as long as they are no younger than four years, as there is a growing number of members' children now attending the new site on work days. There is plenty of sand to play in and recently, a pool full of tadpoles was a major attraction.

(b) Old Site

As with the new site, work at the old site has centred on preparing the loading ramp at North Terminus. This has resulted in a slight cut back in the track and the "E" cars, 529-530 could not be taken right up to the stop blocks until the tramcar movements were effected on 20 November. This temporarily resulted in cars in traffic terminating partly on the culvert but with the problem of the "E" cars now removed on traffic days, the traffic cars, in effect can now operate slightly further northwards. The greatly reduced time now required to commence traffic operations each day will no doubt be greatly appreciated by the traffic staff.

Transfer of Trams to the New Site

As mentioned in the last SPER NEWS, the first large-scale movement of our tramcars direct from the old site to the new site was set down for Saturday 20 November, with the target being set at a maximum of five cars, this being the estimated number which we thought could be transferred in the time allowed.

With the unloading and loading ramps prepared at both sites and temporary track laid at the new site, all was in readiness and work commenced at 6.00 a.m., with some members having slept at the old site overnight, so as not to be late!

Track was laid on the back of the low loader trailer which we had hired for the day and "C" 290, our senior tramcar, was chosen to be the first car to be moved and after some minor adjustments, 290 was steadily driven onto the trailer, by means of a wandering lead, at 8.00 a.m.

Having previously advised and sought permission from the Sutherland Police for the movements, arrangements were made for the Police to halt all road traffic for each movement, to allow the prime mover and trailer to travel in the wrong direction on the Princes Highway until a break in the median strip permitted it to cross to the correct side.

Once the Police arrived, they, with the assistance of a number of our members armed with traffic control signs, stopped the traffic and "C" 290 commenced her journey. After some shunting, on arrival at the new site, to line up with the unloading ramp, 290 was hauled off the trailer by the Matador at 8.53 a.m. and the trailer was immediately despatched to the old site for another load, while 290 was placed on Road 8.

The next car to move was Ballarat single truck car No. 12 and this car was placed on the trailer, after a near derailment approaching the ramp, at about 9.30 a.m. Following the previous plan, Ballarat 12 was unloaded at 10.00 a.m.

Subsequent transfers were "D" Scrubber 134s, followed by the "E" cars 529 and 530, which were divided for the occasion. All were at the new site by 12.30 p.m., in one case with an interval of only forty minutes between trams.

After some discussion, it was decided that as things were going so far ahead of schedule, Freight Car 24s would also be moved and after a well deserved lunch break, 24s was transferred to the new site, being unloaded at about 2.00 p.m.

Having done so well, it was then decided to call it a day, as no other cars were ready for transfer but the trailer was measured and it was found that the Prison Car, "F" 393, "L/P" 154 and "N" 728 could be moved at a later occasion, using the same trailer and method.

Shunting of the remaining cars will take place in readiness for the next transfers and Brisbane 71 and "L/P" 154 should be among the next transfers.

All present for the tramcar transfers were delighted at the ease at which the operation was carried out and thanks are extended to all members who assisted. Special thanks are extended to Bob Cowing, Bill Parkinson, Michael J. Balk, Mal McAulay, David H. Rawlings, Wayne Armitage and Trevor Glenn, for their part in organising the whole operation.

We must also thank Sutherland Police for their co-operation and assistance and Atlas Earthmoving for providing the trailer and prime mover at a most reasonable rate.

What's News Department

(a) New Products

Camden Workshops has outshopped yet another new product to counter the latest models from Canterbury. The latest model, a Mk.3 Buckman, was outshopped on 1 November at 6.15 a.m. The new model, to be known as Scott David, was delivered to the Ruse Depot of Val and Glenn Buckman after post delivery trials and trolley pole modifications and is now performing well, from all reports.

(b) New Members

The Board of Directors, on behalf of the members of this Society, extend a welcome to the following new members:

- (479) Philip S.B. Calow
- (480) John M. Walton
- (481) John B. Short
- (482) Geoffrey L. Johnson.

Rozelle Depot Track Lifting

The track lifting planned for Saturday 23 October was carried out with our usual work force, assisted by two back hoes. With the benefit of our years of previous track lifting experience, we were able to retrieve four sets of right-hand points and work had commenced on removal of a three-way point before time caught up to us and we had to call it a day.

Members of the recently formed Newcastle Tramway Museum were also on hand at Rozelle to lift some points for their own use, after having approached our Society for permission to take whatever we did not require. Unfortunately, the group ran out of oxygen and were unable to finish cutting the rails of the three-way point which they were allotted.

In view of the fact that we did not complete the lifting of the points which we required, we have requested permission to return to Rozelle Depot on Saturday 4 December. If you are available to assist with this work and are not frightened to bend your back, come along to Rozelle and assist the twelve members who turned up last time. Any additional assistance will be appreciated, as this is the last available tramway pointwork in Sydney and it may well be that we will be too busy laying track next year to return to Rozelle again.

The total amount of trackwork so far obtained from Rozelle Depot, since our first visit in 1972, is one scissors crossover, one three-way point and five right-hand points.

While naturally not in really good condition, the track so far removed is useable, even if we can only eventually re-use the blades and frogs.

Society Administration

The gremlins were at work again in the last SPER NEWS and due to a typing error, Chris Jacobs appeared to have been promoted to the position of Traffic Manager. Peter Kahn can now take the disappointed look off his face and Chris can stop pulling out his hair, as the list should have shown Chris as Workshops Supervisor and Peter in his type-cast role as Traffic Manager.

Year Of The Tree

The tree planting and barbecue, which was held at the new site on Saturday 16 October, both to mark the Year of the Tree and to comply with the Sutherland Shire Council's requirements, was quite successful. Despite the usual poor attendance by members, it turned out to be a most pleasant diversion from our usual activities. The numbers were made up by the welcome participation of the wives and children of some of our work force. Lyn Thomas and Martin Laizans were also welcomed to the ranks of the workers.

The newly planted trees were christened the following day with some welcome rain, although Peter Kahn might disagree about rain ever being welcome on a Sunday. At a recent inspection, all of the trees were surviving.

Interurban/Suburban Rail Tour Report

Once again, we are able to report that our second electric train tour for this year achieved its objectives, which were mainly to provide members with an interesting day's outing and to raise funds for work at the new site. The secondary objectives were to once and for all operate an interurban train to Glenlee and Rozelle, something which had not been done before, despite our previous attempts. While at it, Bondi Junction was included in the itinerary. Happily, the tour profit was \$471.30, despite the high cost of running the tour.

Numerous obstacles appeared along the way to threaten the running of the tour but fortunately, these were overcome as they appeared. The first obstacle was the operation of Rosehill race special trains, which prevented our operating to North Sydney Car Sidings, resulting in the substitution of Kingsgrove as our first destination. An aside to this alteration was that Michael J. Balk could be collected.....

By far the most troublesome and costly portion of the trip, however, was the operation of the train beyond Campbelltown to Glenlee. The situation in that regard changed almost daily. As mentioned in October SPER NEWS, the slippage of an embankment on the Up Southern line between Glenlee Junction and Campbelltown resulted in the track being slewed 15 inches out of its normal alignment but no corresponding realignment of the overhead wiring, as the Glenlee sidings have been out of use since last April and electric locomotives or suburban trains have not ventured beyond Campbelltown since then. This problem was to have been rectified during October but this work was postponed until Sunday 14 November, the day after our trip operated. It was then too late to alter the date of the trip, so rather than terminate at Campbelltown, we made arrangements to get around the problem.

The overhead wiring was useable into Glenlee, so it was decided to have a diesel locomotive run to Glenlee ahead of our train, both to clean the rust off the rails and prevent our train stalling and to haul us past the problem area to Campbelltown, where we could again run under our own power. New Clyde-G.M. locomotive 8101 was requested but as this loco had not been accepted by the S.R.A. at the time, it was not available. Our second choice of a Main line locomotive in the new colour scheme was granted instead and 44240, freshly outshopped, was provided.

During the week prior to the operation of the trip, it was realised that there was a fence across the Branch line but the local Way and Works staff were on the ball and it was removed on the Thursday. It was also realised that S.R.A. staff would be required to operate the signal frame at Glenlee, as some shunting would be required to place the locomotive on the front of the train for the return trip. This was rectified due to the kind assistance of Mr. Bill Rees, Station Master Campbelltown, who travelled on the

light locomotive to be at Glenlee for our arrival.

The last of the problems occurred on the day on which the trip was to run, when Train Examiners went on strike from Midnight, on the previous day. However, anxious phone calls revealed that our train, which had travelled from Gosford that morning, had terminated at Strathfield and was at Flemington Car Sidings, in readiness for our trip. This meant that instead of departing from Sydney Terminal, we would depart from Central Electric.

On arrival at Central, it was not certain where our train actually was but our Traffic Inspector, Kevin Wright, ascertained at 10.55 a.m., that it had just passed Strathfield in quite a hurry and that it would pick us up at both No. 17 Platform and No. 22, after running via Circular Quay. Someone evidently forgot to tell the Driver this, as the train shot through No. 17 Platform like the proverbial Bondi tram and it was necessary for all assembled to change platforms.

Once aboard, tensions were slightly relieved and with member John Moffitt now at the controls, we departed Central a few minutes late but the interurban showed just what it could do, by regaining lost time by the time we arrived at Kingsgrove, to collect Michael J. Balk.

On the return run from Kingsgrove we retraced our steps to Central and set off for the journey to Hawkesbury River via the North Shore line. Photo stops were held at Turrella, Artarmon, Waitara, and descending Cowan Bank. Following a short layover at Hawkesbury River, we returned to Homebush Saleyards via Flemington Markets sidings but a long freight train, which could not be refuged prior to Epping, caused us to lose time. Once clear of that, a further train ahead caused additional delays, as we had lost our intended path.

Once we turned the corner via Homebush loop to the Markets, we were able to continue interrupted only by two quick stops for photos at the Markets and Homebush Saleyards, where we were able to regain time again to pass Sefton Park Junctions on time. This was not to last however, as another freight train delayed us approaching Liverpool and by the time we reached Campbelltown, we were about five minutes late, even allowing for a photo stop at Macquarie Fields.

The staff at Campbelltown were again looking after us and the freight train had been crossed to the Up Main to let us pass, so with the pleasing sight of a clear road, we commenced our history making trip to Glenlee. The word "trip" was well chosen, as we tripped at both the "Stop" board and Camden Road level crossing. A photo stop was held on the divided track between Camden Road and Glenlee Junction. On arrival at the Junction we were treated to the pleasing sight of the points and signals set for the sidings, plus the signs of the rails having been cleaned, assuring us that we would have no more troubles with Glenlee. As planned, 44240 was waiting for our arrival, and the interurban proceeded under its own power as far as the coal bins before stopping.

After many photos were taken, 44240 was coupled to our train, pantographs were lowered and we set off for the trip to Campbelltown. A photo stop was held on the Branch with the "Jumbo" hauling the train and after passing the cause of our troubles at 30 kph., we reached Campbelltown some 20 minutes late, where 44240 was detached. Some congestion was evident, as S12 Passenger from Goulburn arrived shortly behind us on the Up Main, while we occupied the

Up Refuge. The 4.25 p.m. Up suburban train was also waiting on the Down Main. S12 was allowed to precede us and while waiting for the "road", 44240 was shunted clear and we were then able to depart for Rozelle, via Bankstown.

Some spirited running resulted in a few minutes being regained but our apparent unexpected arrival at Canterbury caused some shunting to be required to cross to the Goods line. Arrival at Rozelle was 30 minutes late but with a fast turn around and equally fast photo stops, we were able to pick up five minutes on the run to Canterbury and depart 20 minutes behind schedule..

An uneventful trip to Bondi Junction followed, interrupted only by a photo stop at Woollahra. Having contacted Sydney Signal Box in advance, we terminated at No. 2 Platform, Bondi Junction, instead of proceeding to the Storage Siding, enabling us to depart only five minutes late for Rockdale, where the remaining lost time was regained. This enabled us to return to Central on time, after an eventful and enjoyable day's travel.

Unfortunately, there has been some feedback about the activities of some passengers in Car 4 and this has tended to cast a shadow over the degree of co-operation which we have received from SRA staff in the past. We have always been proud of the mutual co-operation which has existed in the past between ourselves and the SRA and it would be a quite serious matter if this was to cease due to the thoughtless actions of one or two passengers. We have allowed members and friends to take along a few "tinnies" to add to their enjoyment of the trip but it may be necessary to strictly supervise this aspect on future tours, if the persons concerned are unable to supervise their own behaviour. The sight of passengers alighting at platforms, obviously "under the weather" does little to help our own image and that of railfans in general and the throwing of objects from the train, apart from being extremely dangerous, almost resulted in the persons concerned being removed from the train, as this action had been considered by our Traffic Inspector, who was in charge of the train. We have never had behaviour of this type on any of our tours and we do not want to see it occur again.

As can be imagined, organisation of a tour such as this is only possible through considerable "behind the scenes" work and a special vote of thanks is extended to Dick Jones for his effort in ensuring that the tour was both profitable and enjoyable. For a while it appeared as if the tour would not even operate, however Dick's perseverance certainly was evident in the extremely smooth manner of operation of the tour.

CHILDREN'S WEEK, 1982

In conjunction with Children's Week, the Museum was opened to the public on Saturdays 23 and 30 October and it was intended to operate a bus service, using our own buses, between Sutherland Station and the National Park site.

Unfortunately, enquiries made with the Department of Motor Transport prior to this event disclosed that under the terms of our vintage vehicle registration, we were forbidden to carry passengers other than members and their families and this promised to undermine our good intentions.

It was therefore most fortunate that we have members who own their own fully registered vintage buses, as member Bruce Pinnell came to the rescue with his Leyland Worldmaster single deck underfloor engined bus, to operate the service. On behalf of the Society, we extend our thanks to Bruce for donating his time, his bus and the cost of running the service.

50TH ANNIVERSARY OF THE GOVERNMENT BUS

Some problems have occurred in obtaining sponsorship for the

transport of R 1740 for display at North Sydney Depot but Vic Solomons has been working hard at this matter and it is expected that 1740 will be at North Sydney Depot on Saturday 8 January 1983 and at Hyde Park, in conjunction with the Festival of Sydney, on Sunday 9 January.

Following these displays, 1740 will join the growing fleet of cars at the new site.

The use of the Society's and the H.C.V.A.'s double deck buses to provide a free service between Circular Quay and Railway Square on Thursday and Friday, 6 and 7 January, in conjunction with the Urban Transit Authority, is in doubt and is dependant upon the results of our representations to the Department of Motor Transport. Hopefully, the matter will be satisfactorily resolved, as this will provide an excellent public relations opportunity for both Societies.

MEETING DATES FOR 1983

Members are advised of the following dates for Social and other meetings during 1983. These meetings will all be held in the Large Hall, Railways Institute, Cnr. Devonshire and Chalmers Streets, Surry Hills (at Devonshire Street exit of Central Station), commencing at or about 7.30 p.m.

Friday 14 January	Extraordinary General Meeting, as per notice, followed by Social Meeting.
Friday 4 March	Social Meeting
Friday 13 May	Social Meeting
Friday 24 June	Annual General Meeting
Friday 2 September	Social Meeting
Friday 11 November	Social Meeting.

All members are urged to attend the meetings, as 1983 promises to be a most eventful year for the Society, in our efforts to get the new site moving.

CHRISTMAS PARTY - SATURDAY 11 DECEMBER

As advertised in previous issues of SPER NEWS, our annual Open Day and Children's Christmas Party will be held on Saturday 11 December at the Old (National Park) Site, commencing at about 12 Noon, with a barbecue lunch. The gas barbecue will be provided for use by members and their families and friends.

Santa Claus has advised that he will again be in attendance to listen to the children's requests and all will receive a bag of sweets and an ice cream.

The usual band of lovely ladies will be on hand to serve drinks to the children as well and to provide afternoon tea for the adults. They could use some assistance, however, and any offers will be readily accepted. It would greatly assist if members' wives or lady friends could bring along some cakes or sandwiches, etc.

A regular bus service will operate between the old and new sites throughout the afternoon, for the benefit of members who wish to inspect progress. The toilets are also now functioning at the new site and it is recommended that members and others avail themselves of the bus service

to use the new site toilets instead of the old site.

Trams will operate at the old site throughout the afternoon as required, so come along and get some last photos of the cars which will soon be moved to the new site.

Please assist by letting either David Rawlings (520 7601) Bob Cowing (750 0876) or Dick Jones (046 25 6872) know how many children will be attending, so as to ensure that there are sufficient bags of sweets, ice creams, etc.. to go around.

Members' Donations

Throughout this year, we have launched several appeals for donations from members for the Museum Fund, the W2 Fund and the Trolley Bus Spare Parts Fund, with varied results. To those members who have responded to the appeals, we offer our thanks, as this all helps to supplement our income from Traffic and Members' subscriptions. In the case of Traffic Revenue, this has been adversely affected by weather conditions in recent months. While elsewhere in this state, everything seems to be affected by drought, our problem has been a succession of wet Sundays which have adversely affected our patronage.

The situation of the three funds is as set out below:-

	<u>Museum Fund</u>	<u>W2 Fund</u>	<u>Trolley Bus Spare Parts Fund</u>	<u>Total</u>
<u>Balance 1APR82</u>	\$ 1,433.59	\$ Nil	\$ Nil	\$ 1,433.59
<u>Add:</u> Donations	3,093.06	341.10	1,020.00	4,454.16
Received				
Bank Interest	<u>10.70</u>	<u>-</u>	<u>-</u>	<u>10.70</u>
	4,537.35	341.10	1,020.00	5,895.45
<u>Less:</u> Transfers to the				
General Account	<u>2,300.00</u>	<u>-</u>	<u>1,000.00</u>	<u>3,300.00</u>
	\$ <u>2,237.35</u>	\$ <u>341.20</u>	\$ <u>20.00</u>	\$ <u>2,598.45</u>

Change of Address

Members are again reminded of the necessity to advise the SECRETARY, BOX 103, G.P.O., SYDNEY, 2001 when changing their address, thereby ensuring that we can keep you supplied with your TROLLEY WIRE and SPER NEWS. Failure to do so may result in mail going astray, so help us to help you.

Renewal of Membership

Members are reminded that all membership fees are due for renewal at the end of December. Please assist in keeping our costs down by renewing promptly, thereby avoiding the necessity to send renewal reminder notices. Any member who is unfinancial after 1 January 1983 will cease to receive TROLLEY WIRE beyond the December 1982 issue and Society notices issued after the due date for renewal of fees.

As previously advised the annual membership fees have been increased to \$30 for full members, and \$20 for full-time student members, due to our greatly increased costs. Nevertheless, any donations will be readily accepted and those over \$2.00 are tax deductible.

Apart from free travel on our own trams, your membership card entitles you to free travel on the Steam Tram and Railway Preservation Co-Op Society's Parramatta Park steam tramway. Your card must be produced to obtain this free travel, however.

AS THIS WILL BE THE LAST SPER NEWS FOR THIS YEAR, THE BOARD OF DIRECTORS WOULD LIKE TO TAKE THIS OPPORTUNITY TO WISH ALL OF OUR MEMBERS AND THEIR FAMILIES A VERY MERRY CHRISTMAS AND A MOST HAPPY AND PROSPEROUS NEW YEAR.

WE WOULD LIKE TO SPECIALLY THANK ALL OF OUR TRAFFIC STAFF AND WORKING MEMBERS FOR THEIR EFFORTS DURING THE PAST YEAR AND LOOK FORWARD TO EVEN GREATER MEMBER PARTICIPATION DURING 1983, NOW THAT OUR GOAL OF FULL OPERATION AT THE NEW SITE IS WITHIN SIGHT.

**SOUTH PACIFIC ELECTRIC RAILWAY
Co-operative Society Ltd**

SYDNEY TRAMWAY MUSEUM
GPO Box 103 Sydney NSW 2001