



SPER NEWS

February 1983.

EDITORIAL - WHERE IS OUR SOCIETY HEADING?

As members will be aware, an Extraordinary General Meeting was held on Friday 14 January 1983 at which members were asked to vote on several proposals to amend the Society's Model Rules. These proposals, in brief, were to increase the number of members of the Board of Directors from seven to nine and to empower the Board to raise money for specific projects by the imposition of a levy on the annual membership subscriptions.

Of the Society's total membership, only about thirty members, representing 10% of the total number of those eligible to vote, bothered to attend the meeting. This total, of course included the Society's seven Directors. Apologies were received from only five members who were unable to attend, due to other commitments.

This was hardly a representative number of members of the Society to vote on amendments to the Model Rules which affect all members.

The amendment which permits the Board to impose a levy was passed, while that which was to increase the number of Directors was defeated due to a well-planned and scurilous campaign by one member, together with rumours circulating as to who the appointees were to be, had the amendment been approved.

A letter was distributed by the member who opposed the increase in the number of Directors, this being sent to a select few members. While the motives behind the distribution of such letters are not in question, the allegation contained in the letter in question "they (the Directors-ed) may not be bastards, but your help is looked forward to in keeping them honest", is most offensive to those concerned.

Your Directors do not question the right of any member who is willing to spend his own money to further his cause, but to accuse the whole Board of Directors of being dishonest amounts to a vote of no-confidence in the executive of the organisation, and all members are reminded that the seven Directors are obligated to give up their time on a regular basis to supervise the functions of the Society as a whole.

While there are several committees in existence, their members are not similarly obligated to fulfil their function and should there be any failure by a member in this regard, the familiar cry of "what is the Board doing about it?" is heard, hence the need to have a Director oversee many of the Committees.

The present Board of Directors has strived at all times to achieve "Open Government" and keep the members informed of our activities, hence the now regular production of SPER NEWS by the Board. There are, of course, certain aspects of the Society's functions which must be confined to the Board Room until such times as details can be publicly announced, this being particularly applicable to tram-car acquisitions and the like.

There are also occasions when it is impossible to inform all members of special projects which may arise, such as the Rozelle track lifting, due to insufficient time and the necessity to move quickly. Can this be described as dishonesty?

This Society is relatively free of the faction fighting which plagues some other societies and of that we should be thankful. Let us therefore put our efforts into building our Museum rather than destroying each other.

AN OPEN LETTER TO THE MEMBERS.

THE TIME HAS COME.....

I am writing this open letter in the light of the result of the vote on the proposal to increase the size of the Board of Directors by two.

This proposal was made, due, to a large extent, to the current workload of the present Board.

The motion failed to receive the necessary two-thirds majority, the meeting apparently feeling that there was no need to increase the size but rather that the workload should be transferred from the Board by delegation of responsibility.

I would imagine that those members who voted against the motion to increase the Board are now willing to rise to the occasion and take over some of that workload from our Directors. There is plenty to be done at both The Royal National Park and Pitt Street sites as well as behind the scenes.

REMEMBER, we have a very important part of Sydney and Australia's transport history in our care. Just remembering though, is not enough. This letter is purely of my own thoughts. However, I am sure that they are not mine alone.

We cannot afford to be complacent. We all want to see things moving as quickly as possible. It is 1983 now - we want to be running our trams on our new site in two years. To get there, we will need many, many hands and much digging deep into pockets. It has to come from us all, together. We cannot expect things to happen without putting a lot of effort into it ourselves.

Some of this effort even has to be directed to the existing facilities at The Royal National Park site, as this is where the bulk of the Museum's revenue is generated from tram-rides and sales. Now, I am certainly aware that what we have to offer there is not the greatest attraction in the world; if it is any consolation, my tongue is often in my cheek, when issuing some of the publicity leaflets.

We can increase our revenue by you telling your friends, relatives, neighbours and acquaintances about our Museum. If you have any ideas how to boost revenue in other ways, let's hear them.

We have set up a small display, both at the Museum and for publicity displays at exhibitions. But your help is needed to maintain and improve what we have to offer. It may well be that this is the best that we can do for now - BUT surely we can aim to present a better image when we set up the new Museum.

Our tramcars need regular maintenance and cleaning; the grounds need tidying up and looking after. There is always something to be done.

We didn't get to where we are today by sitting back and waiting for things to happen. In fact, our preservation venture started over thirty years ago!

So, how about it one and all? Let's all pull our fingers out and start pulling together! We do still want to be the premier tramway museum in Australia, don't we.....

Peter Kahn
Member No 27

12 February 1983

Works Report

(a) New Site

On the Australia Day weekend, conduits for lights and power points were installed in the new depot building by Messrs. Clarke, Casey, Armitage, Booker, Glenn, R. Hall and Mr. Hall Senior. Further work on this project was carried out on the Major Works day on 12 February and it is now nearing completion.

Work is still progressing on enclosing the gable above the doors and hopefully, this will be completed by the end of February.

Bill Denham is making good progress on the drawings for the track-work for the new site. The plans include a triangle for turning the trams if required to equalise wheel wear. This will result in a much easier grade than would be encountered by building the originally proposed loop in Pitt Street. The New Site Planning Committee decided, at a meeting held in May last year, not to perservere with the Pitt Street loop proposal for this reason.

Finance has been allocated for the concrete slab on which the three-way point to connect roads 1, 2 and 3 will be laid.

(b) Old Site

The removal of the six single-truck cars to the new site on 20 November has enabled all but R1 1971 to be accommodated in the shed, thereby facilitating traffic operations.

It is hoped to carry out some essential track maintenance on the main line between the Depot Junction and South Terminus as soon as sufficient members are available on works days.

Wednesday traffic operations during the Summer School Holidays were not particularly outstanding, no doubt due to the lack of free publicity which we have received in previous years. Patronage on Wednesday, 19 January was sufficiently low to enable the traffic crew to engage in some leaf raking and disposal, plus clearing of the drains in front of the shed, just in case the drought breaks.

The bushfires which tragically claimed the lives of two members of the Heathcote Bushfire Brigade on 9 January, came quite close to South Terminus but fortunately did no damage to our property.

Rozelle Depot Revisited.

The work party at Rozelle Depot on 4 December resulted in our obtaining the remaining sets of right-hand points and the three-way point which had been excavated but not lifted, due to insufficient time and space on the truck, on our visit on 23 October. We have not lifted all of the right-hand points and two three-way points from Rozelle Depot. Several sets of three-way points still remain and may be obtained at a future date, however, we now have sufficient points for all the planned trackwork at the new site.

It had been intended to advise all members of this second visit, by means of SPER NEWS but unfortunately, due to problems being experienced by our printer, we were unable to get the December issue out in time.

Members and Directors of the Newcastle Tramway Museum, which is now registered as a "Limited" company, were also in attendance to finish lifting the three way point which they require for the "fan" of their Wallsend depot.

It is the current policy of the Board and, we feel, the desire of the bulk of our membership, to assist other kindred organisations where possible and as we did not require all of the three-way points, one was made available to them. It should be pointed out that we do not have sole rights to the remaining trackwork at Rozelle in any case, but an attempt will no doubt be made in the near future to obtain as much of the remaining accessible pointwork as possible, subject to the availability of finance and members to carry out the task.

What's News Department.

(a) New Products

For many years, the Melbourne and Metropolitan Tramways Board produced tramcars of the "W" class, from "W" to W7". Having been pleased with the basic design, they stuck with it.

The Sydney Adventist Hospital, Wahroongs, with some help from Phillip and Janine Parker appears to be of the same opinion, as on 11 October, 1982, "Parker 5" class, Edward William Parker, entered service, to join the other four Parker models at the Warrawee Depot.

Congratulations Phil and Janine. You now have enough to form your own Board of Directors!

(b) New Members

The Board of Directors, on behalf of the members of this Society, extends a welcome to new member Alan Tonks (483).

(c) Wedding Bells

As announced some time ago in SPER NEWS, our Financial Director, Col Gilbertson and his fiancée, Cynthia McMullen, are to be married on 5 March. The ceremony will take place at St. Matthew's Anglican Church, Windsor.

Our best wishes are extended to Col and Cynthia for a long and happy life together and as the saying goes, may all your troubles be little ones.

Fund Raising.

(a) Debenture Issue

As forecast last year, the Society has announced a \$20,000 debenture issue and an invitation to subscribe is enclosed with this issue of SPER NEWS. Your Directors urge your support. Having regard to recently announced falls in interest rate levels we feel our offer gives members a chance to realise a small but reasonable amount of interest and at the same time participate in the new site development. The Treasurer will be swamped with completed forms, and cheques..., on Friday night at the social meeting.

(b) Aluminium Cans

For some time now, the Society has participated in recycling of aluminium cans. As you will no doubt appreciate, this provides an additional source of funds.

Members are therefore requested to bring along any empty aluminium cans (preferably crushed) to the old Royal National Park site.

(c) Tours

The Tours Committee (of one), having operated tours over most of the metropolitan rail system and in view of the precarious industrial situation now prevailing in the S.R.A., has decided against organising any further rail tours for the time being. However, there are other ideas in the offing and details will be announced of our next outing as soon as something can be arranged.

1982 Annual Members' Day and Christmas Party.

Once again, we can report that our annual Open Day went off without any problems. Santa Claus made his usual appearance for the ever increasing number of members' children and lent his understanding ear to listen to their various requests. One director's wife was overheard to ask Santa for a new husband - one without involvement in the Museum.....

Brisbane "Centre Aisle" car 180 provided Santa's transport this year, conveying him from South Terminus to the Depot and back.

There were a few new faces at the Open Day, amongst them being Bob Gibson, John Moffitt and Glenn Buckman, with their respective families. However, the majority of the usual "singles" group were conspicuous in their absence, due to their being on an R.T.M. tour to Ulan on the same day.

The increased space in the depot and the altered stabling of the trams was a surprise to many of the members who had not visited the museum since the day the majority of the single-truck trams took the one way trip to the new site. Brisbane 10-bench car 71 also proved to be a surprise to many members, when it made numerous trips throughout the afternoon. Although this car is badly in need of restoration, it certainly proved that there's more

to a tram than a pretty body.

While there were many members involved in the organisation of the Open Day, we should specially thank Michael J. Balk, David H. Rawlings and Bob Cowing for their efforts. Thanks must also go to Dennis O'Brien for using his influence to have Santa Claus include us in his busy schedule and to our "Ladies' Auxilliary", (Kate Cowing, Jacki Balk, Denise Jones and Glynn Rawlings) for arranging afternoon tea and the other ladies who assisted with serving.

50th Anniversary of Government Bus Services.

As mentioned in the last SPER NEWS, this Society, the Historic Commercial Vehicles Association and the Urban Transit Authority, combined to celebrate the 50th Anniversary of Government Bus Services, the actual date of which fell on 25 December.

With the obstacles that threatened to prevent the SPER and HCVA buses carrying passengers overcome, the double-deck buses carried capacity loads along George Street between the Opera House and Railway Square from 10am until 3pm on 6 and 7 January and between North Sydney Station and North Sydney Depot on Saturday, 8 January.

Regrettably, the publicity given to the celebrations was minimal, although some mention was made on the evening T.V. News on Thursday 6 January. This publicity, however, conveyed the impression that the buses were still owned by the U.T.A. and in fact, several comments were received on the "new U.T.A. uniforms" worn by SPER members.

The highlight of the display of buses at North Sydney Depot on Saturday 8 January was Trolleybus No.1, which made an extremely rare appearance by courtesy of the Museum of Applied Arts and Sciences, whom we must thank for allowing many of those present to see a genuine Sydney single-deck trolleybus. Hopefully, we may soon be able to have our own double-deck trolleybus No.19 available for such exhibitions in the near future.

Our thanks are extended to our members who gave up their time on the three days to act as Conductors and Drivers on the buses. It was most pleasing to see our (then) newest member, Geoff Johnson, in the thick of the action. Jim Lucas was also conspicuous in his "Kelly's" uniform, starting the buses at Circular Quay. Special thanks are also extended to Vic Solomons and Peter Kahn who, in company with H.C.V.A. representatives, did much of the behind the scenes groundwork and liaison with the Urban Transit Authority and other bodies. It is unfortunate that their efforts to obtain sponsorship for the transporting of R1740 to North Sydney Depot to take part in the display of vehicles did not meet with the same measure of success.

Good Life Expo

The "GOOD LIFE/LIFE BE IN IT EXPO", held at the Sydney Showground from 16 to 20 January and supposedly supported by THE SUN newspaper as part of the Festival of Sydney, may well be described as an event to be forgotten, as it appeared to have been forgotten before it started.

The Society participated in the event, which was intended to demonstrate the way various groups in the community filled in their leisure time, by displaying bus 2619 and maintaining a small bookshop.

Sales were disasterous and this was not just an area where we were along, as the commercial exhibitors were must irate about the absence of publicity given to the event and made their feelings known to the media.

Thanks to the efforts of Michael Balk and Bob Casey, we have been able to participate in a number of fetes and other events in recent months and it is most disappointing to see their efforts and their time wasted on a non event. Perhaps the organisers of the Loftus Community Fete may lend their expertise, should a repeat of the "Good Life Expo" be staged next year, thus ensuring it of greater success! Our thanks go to those of our members who also gave up their time to man our display.

Crew Training

Members are urged to participate in our traffic operations as much as possible, as we are becoming desparately short of traffic staff. Our traffic operations are our main contact with the public and are equally as important as our workforce, as this is where the money comes from to keep up progressing at the new site. Our traffic staff are our "front line troops" and the fewer we have, the greater the burden becomes for the regulars.

It is envisaged that our operations at the new site will require a greater number of traffic staff, due to the greater potential and the fact that it will be something new for people to visit. For the first time, it will be possible to have two trams in traffic at the one time, if crews are available.

Even if you can only spare one Sunday every two months, this would assist considerably, if enough members did the same. You can participate in the crew training scheme, by making written application to the Crew Training Committee, P.O. Box 103, SUTHERLAND 2232. Please lend a hand, if you can.

Following an approach by the Newcastle Tramway Museum, we will be training their members in the art of tram driving and, in fact, tram museum operation in general, as they hope to begin operations at their site in July this year! In return, there is a possibility that one of the N.T.M.'s newly acquired Melbourne "W2" cars will be loaned to us until required in Newcastle. This is still to be finalised.

Meeting Dates for 1983.

Members are advised of the following dates for the remaining 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 7.30p.m.

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 they are an excellent opportunity for members who are unable to otherwise participate in Society activities to obtain first hand information on progress at the New Site and other aspects of our operations.

All members are also welcome to join the "post-meeting" meeting afterwards at the Journalists' Club.

Changing Your Address??

Members are again requested to advise the SECRETARY at Box 103, G.P.O., SYDNEY, 2001, of any change of address. This is the quickest possible way to ensure that we have your correct address for TROLLEY WIRE, SPER NEWS and any other items which we need to send to you throughout the year. Please don't just tell someone and hope that they will remember to pass it on.

Membership Matters

To those members who renewed their subscriptions by 31 January, we offer our sincere thanks and trust that you will continue to enjoy your membership of the Society.

No doubt quite a few members felt that a 50% increase in subscriptions was unjustified. We therefore offer the following actual costs of membership services for the twelve months ended 31 December 1982:

	<u>TOTAL</u>	<u>PER MEMBER</u>
Accounting and Audit Fees	\$ 880	3.35
Annual Report Printing and Distribution	406	1.54
Bank Charges	7	0.03
Business Name Registration Fees	30	0.11
Fire Insurance (New Site)	248	0.94
Hall Hire	45	0.17
Loan Interest (20% of \$3,200)	640	2.43
Membership of kindred Bodies	66	0.25
Membership Service Costs		
(Printing and Postage)	260	0.99
Post Office Box Rental	88	0.33
Postage, Stationery and Sundry		
Secretarial Expenses	192	0.73
SPER NEWS Printing and Distribution	902	3.43
Telephone	319	1.22
Voluntary Workers' Insurance	56	0.22
<u>TOTALS:</u>	\$ 4139	\$ 15.74
<u>Add:</u> TROLLEY WIRE Subscription	1954	7.43 (Average)
<u>TOTALS:</u>	\$ 6093	\$ 23.17
<u>Less:</u> Fees Received	\$ 5286	\$ 20.10 (Average)
<u>SHORTFALL:</u>	\$ 807	\$ 3.07

As shown above, the Society subsidises each member's subscription by the amount of \$3.07, this amount coming from our other sources of revenue. With telephone charges recently increased and an increase in postage imminent, we can reasonably expect the cost per member to be in excess of \$25.00 within a matter of months.

It is unfortunate that with a small membership and large capital expenses ahead of us, we cannot afford to charge less than it costs for us to service our members and we thank you all for your continued support. We hope that you will be able to see even more museum for your money by the end of 1983 and an operating new site by our target date of March 1985.

To those members who included a donation to either the Tramway Museum Fund or "W2" Appeal, we extend our gratitude and these donations will be acknowledged in the future issue of SPER NEWS.

Trolley Bus Parts.

Thanks to the initial response to the request for donations to the Trolley Bus Parts Fund, we were able to give the go ahead to the proprietors of the Cardiff scrap yard to ship the rear bogie axle drive for trolley bus 19 to Australia. However, the crunch was yet to come.

When landed in Australia, the total freight charges and import duty amounted to \$1,638.38. This is exclusive of the purchase price of \$900.00. It appears that if the parts were destined for a vintage diesel bus or motor vehicle, there would be no import duty levied. Unfortunately, as was the case when they operated in service, trolley buses are regarded as trams and tram parts are subject to import duty.

If any of the true blue trolley bus fans happen to have a dollar or two (hundred, that is) still spare, we wouldn't refuse it.

The bogie axle drive is now stored until such time as it is ready for installation underneath No.19.

W2 Fund

In the last issue of SPER NEWS, the total amount contributed to the W2 Fund was reported as being \$341.20. This came as a surprise to some members who had donated reasonably large amounts and it was subsequently discovered that when forwarding their donations, they neglected to specify that their donations were for the W2 Fund. Consequently, their donations were credited to the Museum Fund. After a bit of robbing Peter and paying Paul, the W2 Fund, as of 21 February 1983 stood at \$1,096.10. Although this amount will not be sufficient to cover purchase of a W2, plus transport to Sydney, it is enough for us to start looking for a car which is in good condition to add to our fleet.

Once again, if you have any money left after the Christmas Holidays and would like to see a W2 (of our own) at the Museum soon, please send it along BUT please specify whether your donation is for the W2 Fund, Trolley Bus Parts Fund or Museum Fund. All donations are tax deductible over \$2.00.

Positions Vacant.

The opinion was expressed at the Extraordinary General Meeting, that the reason why the Directors wished to have the Society's Rules amended to increase the number of Directors from the present seven, to nine, was because they were not giving the members their share of running the various Committees but instead, were monopolising them, thereby causing more work to be placed on the Board's shoulders.

If this is YOUR view, then now is the time to do something about it. Previous calls to the members for assistance in any number of areas of our activities have previously gone un-heeded, hence the need for the Board to take direct charge of some Committees to keep them functioning.

In this and future issues of SPER NEWS, we will be publishing a list of positions Vacant and if there are any remaining after the members who voiced the above opinion have rushed to fill them, we invite members who feel that they can genuinely assist by taking on the various positions to let us know.

TRAFFIC STAFF - DRIVERS AND CONDUCTORS

As previously mentioned, we need Traffic Staff to keep our trams operating on Sundays and on other occasions. If you are already a Conductor, you may undertake Driver Training. If you wish to be a Conductor, you will be required to undertake the Conductor Training Course. For information on Crew Training, please either speak to, or phone Peter Kahn on (work) 411 1177 or (home) 498 3820 or write to the Crew Training Committee, P.O. Box 103, SUTHERLAND, 2232.

TRAFFIC OFFICERS

Vacancies also exist for Traffic Officers and if you are already a Driver and feel you would like further "promotion", your written application should also be directed to the Crew Training Committee. Traffic Officers are expected to be in attendance at the Museum at 9am to open up the Museum and prepare the trams for service, also to ensure that the toilets and trams are in a clean and tidy condition. At the cessation of the day's traffic operations, they are also responsible for taking custody of the day's Traffic and Bookshop revenue.

BOOKSHOP ATTENDANTS AND MUSEUM GUIDES

If you do not wish to work on the trams, then you may wish to operate the Bookshop or act as Museum Guide. Some knowledge of the history of the trams is required for the latter position.

STOCKTAKE MANAGER

As part of the lead-up to preparation of the Society's end-of-year accounts, a physical stocktake is carried out of all Publishing and Commercial Sales Department items. The duties of this position include supervision of the counting and recording of stock on hand as at 31 March each year, compilation and certification of the stock sheets for submission to the Society's auditors. Members interested in either this and/or the next position are asked to contact the Secretary.

TREASURER

This position will become vacant in June, with the intended retirement of the present incumbent. The duties involve supervision of some banking and payment of accounts as well as writing up of books of accounts. A knowledge of cash flow and budgeting is essential.

The member required to fill this important position should be either a qualified accountant, or be studying towards gaining such a qualification.

Sound financial advice is vital to the efficiency of any organisation, and this Society is no exception.

WORKFORCE

Vacancies always exist for members desirous of joining the small but dedicated band of working members on our workforce. Work is carried out at the National Park site every Tuesday Night and at the New (Loftus Station) Site every Saturday.

The SECOND SATURDAY of each month, unless otherwise advised, is designated as the MAJOR WORKS DAY and if you can spare at least one Saturday per month, your attendance on the second Saturday would be appreciated.

Please consider that although we now use hired machinery to carry out heavy tasks there are still many jobs which must be done by hand.

Any enquiries should be directed to the General Manager at the Sutherland address or by phoning the National Park site on Tuesday Nights or Saturdays on 521 7624 or the New Site on Saturdays on 542 3646.

Addressing of Correspondence

From time to time, Members require, for some reason or another, to write to the Board of Directors, but are possibly unsure of where to direct correspondence.

Any complaints, suggestions, or other matters concerning the general operation of the Society should be addressed to the Secretary, Box 103, G.P.O., SYDNEY, 2001. The G.P.O. address should also be used for correspondence to the Financial Director, the Traffic Manager or to the Editor or SPER NEWS, if you have any items for inclusion.

All matters concerning Publishing and Sales, TROLLEY WIRE, Crew Training and correspondence for the General Manager should be forwarded to Box 103, SUTHERLAND, 2232.

Membership and share applications should be forwarded to the Secretary, as should any changes of address.

Membership renewals should be forwarded to the Membership Secretary, 92 Bobbin Head Road, TURRAMURRA, 2074.

From the Traffic Manager.

(a) School Holiday Operations

Just a reminder. The Museum is open and trams are operated on

Wednesdays during gazetted public (state) school holidays, in addition to every Sunday and public holidays (except Christmas Day and Good Friday), between 10am and 5pm.

(b) Special Midweek Operations for Groups

It is proposed to open the Museum for School and similar groups once a month on a week-day. The groups would have to make booking arrangements beforehand. The proposed day would be either a Tuesday or Wednesday.

To enable efficient operation, depending on the number in the group and type of group (children-infants, high school, etc., or welfare organisations, and so on), we would need probably up to a crew of five, made up of a Traffic Officer, 2 Drivers/Guides, 2 Conductors-Guides, plus a Bookshop Attendant.

To gauge the possibilities, the Traffic Manager would like to hear from traffic staff who may be able to make themselves available and also if you have any ideas to throw in.

Please contact Peter Kahn on (work) 411 1177 or (home) 498 3820.

(c) Traffic Roster.

Enclosed with this copy of SPER NEWS is an invitation to be included on the next traffic roster (to run from 1 May 1983 to 30 October 1983). Members are urged to give serious thought to the request for more interested persons to become involved in traffic operations, to assist in overcoming the current shortages of traffic crews.



April, 1983

EDITORIAL - GETTING OUR ACT TOGETHER

For once, this issue of SPER NEWS opens on an optimistic note, with the few differences of opinion, which recently surfaced, having been overcome. As mentioned in the February issue, the feeling of most of the members who attended the January Extraordinary General Meeting, was that there was no need to increase the number of members on the Board of Directors from seven to nine, if the Board would delegate some authority to the ordinary members, thereby sharing the workload.

Accordingly, your Directors, through the February issue of SPER NEWS, published a list of positions which were vacant and could be filled by any members sufficiently interested or concerned about the future of the museum.

Unfortunately, there were no enquiries or applications received for any of the positions, except for that of Traffic Officer, so the opportunities are still there for any members who wish to take a more active part in the running of the Society. Another list of Positions Vacant is included in this issue, so please give it some thought.

Now that we have started the ball rolling, with work having commenced on the right of way at the new site, the members who have often stated that "once work starts at the New Site, I'll be there", have no excuse. We've been there three years already and only 23 months remain until March, 1985, when we hope to commence operations at the new site. It was pleasing to see at least a few new faces at the March major works day and it is sincerely hoped that this trend will continue.

Even a minor supporting role will help turn our "Act" into the Star Attraction which we all want to see and this will eventuate if we continue to work together.

Works Report

(a) New Site

Work commenced on Saturday, 12 March, on clearing a path through the bush, along the route of the future main line, from Pitt Street to a point about 150 metres towards Sutherland. This work was resumed on Saturday 9 April, when the path was widened slightly and extended a few more metres, to finish at a wall or particularly thick scrub.

The clearing of the path is being carried out manually by members armed with a variety of scrub cutting implements, to enable the surveying of the future main line to be undertaken. The only mechanical equipment used in this project so far was the Matador breakdown vehicle which, driven by Wayne Armitage and piloted by Bob Cowing, blazed a track through the bush from the Sutherland end towards Pitt Street, until it reached the other side of the same thick area of scrub. At this point, it was felt advisable to abandon this method of trail blazing, when visibility was reduced to a matter of millimetres.

Bill Parkinson and Wayne Armitage installed the first lights in the new shed, over portion of Roads 1,2 and 3, on Saturday 2 March, and this work is now being progressively extended to the whole shed.

Further earthworks were undertaken on Saturday 9 April, in preparation for the laying of the concrete slab on which the three way point to connect Roads 1,2 and 3 will be laid and also for the left hand turnout for the triangle between the depot "ladder" track and the main line. Some of the filling from this project was utilised for raising the floor to rail head level inside the shed. This work was carried out using a back hoe and our thanks are extended to Bruce Pinnell for the use of his truck to transport the filling.

We have recently had between 400 and 500 of our ex A.I.S. sleepers stolen from the new site sleeper stack by well organised persons who have, on several occasions, removed our lock from the main entrance gate and replaced it with one of their own. It is not known when the thefts have occurred but the matter has been reported to Sutherland Police. In an effort to thwart the activities of these persons, the sleepers which remain have been marked with bright yellow paint and mounds of the recently excavated filling have been placed around them to greatly restrict access.

The next major works days will be Saturdays 7 May and 4 June and we would like to see a few new faces amongst the regulars. Please note that these dates are not the second Saturdays of the month as is usually the case for major works days.

(b) Old Site

Activity at the old site continues to be restricted to tramcar maintenance and restoration.

Work on the restoration and repainting of L/P 154 is progressing well and is nearing completion. F 393, which is undergoing a very extensive restoration, is having its extremely worn floor replaced, possible for the first time since it was withdrawn from regular passenger traffic in 1910 and probably for the first time since it was built by Clyde Engineering in 1902.

The interiors of N 728, R 1740 and P 1497 have been vacuum cleaned by Dick Jones, Wayne Armitage and Mel McAulay during the slack periods on several recent traffic days and the appearance of 728, in particular, has benefited greatly from this attention. If other members of the traffic staff wish to similarly occupy themselves in this work, their efforts would be appreciated. The "Sadie" industrial vacuum cleaner is located in the Traffic Office.

(c) Off Site

Thanks to the sharp eyes of Bruce Burgess, the Society's attention was recently drawn to the existence of the body of R1 2044, which has rested at Bowral since being prematurely retired on 25 February, 1961. 2044 is one of the few tram bodies to have been properly protected from the ravages of the weather by its owner and has been carefully positioned on blocks and placed beneath a roof. As a result, the car is in very good condition, though naturally not complete inside.

The Society has moved quickly in negotiating for and acquiring the body of 2044, due to the sudden interest in tram bodies being shown by other

groups and individuals, the relatively good condition of the car and the desire by a large percentage of our members to have a "2000" series post-war R1 in our collection, plus the owner's intention to dispose of the car.

A work party was organised to commence retrieving the car on Saturday 16 April, and when the body is removed at a later date, it will be unloaded at the new site and placed on two of the spare R1 bogies which have been on hand at the "bogie farm" at the old site for several years. Further details of this project will appear in the next issue of SPER NEWS.

If there should happen to be any member who either have money to spare after giving to the other appeals which we have made in recent months, or who may not have been interested in giving to the W2 or Trolley Bus Parts funds, we would greatly appreciate receiving donations to the R1 Fund to offset the costs incurred in the loading, transport and unloading of 2044. Donations over \$2.00 are, as usual, TAX DEDUCTABLE and should be sent to The R1 Fund, Box 103, G.P.O. SYDNEY 2001.

What's News Department

(a) Wedding Bells - Part 1

An apparent ordinary 40th birthday party at Colin V. Rhodes' new North Balgowlah Depot, on Saturday 19 February, turned out to be a surprise party for the unsuspecting guests when without any prior warning, the guests were called inside to be confronted by Col, Pip and a Marriage Celebrant!

It was no joke, as the guests found out (and as Col may yet find out!) and Col is off to a flying start with a ready made family. The North Balgowlah Depot already has a Depot Master and Motor and Trailer set.

Colin also takes off the 1983 "How to Liven Up a Party" award, as it would be hard to beat that one!

To Col and Pip (and family), we extend our very best wishes and a welcome to the Married Members Club.

Wedding Bells - Part 2

Although it was announced in our February issue, we wish to confirm that Col Gilbertson's marriage to Cynthia McMullen took place as planned on Saturday, 5 March and they are now settled very happily into their Hornsby Depot.

The Society was represented at both the ceremony and the reception by several members and their wives or lady friends.

By sheer coincidence, at the end of the reception, when Col threw Cynthia's garter, it was Peter Kahn who eagerly scooped it up and when Cynthia threw her bouquet, Peter's lady friend, Lyn, happened to catch it.

Could it be that we may lose yet another of our most eligible bachelors in the not too distant future? First it was Col Rhodes, then Col Gilbertson. These things always seem to happen in threes, so it could be you next, Peter!!

Watch these pages for further exciting developments.....

(b) Re-entry into Service

It was pleasing to see Bill (Wally Townsend) Tuffnell back on his own two feet once again at the Social Meeting on 4 March, after having broken his leg almost a year ago. It only goes to show that it was safer collecting fares from a footboard than riding a bicycle! Bill will again be able to act as Returning Officer at the Annual General Meeting.

(c) Out for Repairs

Our Chief Engineer, Dick Clarke, not to be outdone by Bill Tuffnell, came to grief while riding a bicycle recently and is now sporting a broken arm.

Although he is not saying how it happened, Mike Cavanagh is also "in shops" with a broken leg.

We only hope that broken limbs don't become as popular as weddings have.

Next Meetings

Members are reminded of the following dates for Social and General Meetings for 1983. All meetings will now be held in the Large Hall (upstairs), Railway Institute, Cnr. Devonshire and Chalmers Streets, Surry Hills (at Devonshire Street exit of Central Electric Station) commencing at or about 7.30pm.

Friday	13 May	Social Meeting
Friday	24 June	Annual General Meeting
Friday	2 September	Social Meeting
Friday	11 November	Social Meeting

As usual, we urge all interested members to attend these meetings, as they are an ideal way of finding out what has happened, is happening and will happen in regard to the Society's activities. They also offer an opportunity to ask any questions or make any complaints direct to the Board.

At the completion of normal business at the May meeting, Laurie Gordon will give a talk and slide show on the history of the Parramatta steam tramway systems, to commemorate the 40th anniversary of the closure of the Parramatta Park to Redbank Wharf private line on 31 March 1943.

After the meeting, the usual post-meeting "meeting" and informal get-together will be held at the Journalists' Club and all members over the age of 18 years are invited.

"Cracker Night - 1983"

Several years ago, a group of the married members and their families began holding "Cracker night" on the Saturday night of the Queen's Birthday long weekend; this being held at a different house each year.

This privately organised function has gradually outgrown the homes of the members concerned over the years, with their ever increasing families, so it has been decided to hold a Members' Cracker Night, open to all members, at the new site this year. This will be held on Saturday 11 June, and will commence at about 4.00pm with a barbecue.

The Society's gas barbecue will be provided but members are requested to bring their own food, drink, fireworks and children. We should be able to build a decent bonfire out of the trees cleared from the new right of way.

Borrowing of Tools

There have been several recent instances where work at either the new or old sites has been disrupted as a result of some of the Society's tools and machinery being borrowed by members and being unavailable for use by the Society when required.

Much of this equipment has been purchased at considerable cost to the Society for specific purposes and is useless if not on hand when required.

For this reason, the Board has adopted a policy of not loaning out Society equipment unless special approval is first obtained from the General Manager and a valid reason is given for the borrowing of same. A serious view will be taken of any unauthorised borrowing of Society tools or equipment.

Acquisition of W2

With the W2 Fund now standing at \$1,400, the Society has commenced obtaining quotes for the transport and unloading, possible at the National Park site, of a W2. From all indications it would appear that the cost of the car from the M. & M.T.B. will be \$800 and transport, etc., will cost a further \$1,500, a total of \$2,300. We have been informed by one member that he is prepared to make a large contribution towards the \$900 shortfall, to ensure that we obtain a W2, but it is hoped that a few more dollars will be donated by other members to ease the burden.

It is desirable for the Society to obtain a W2 prior to the amalgamation of the M. & M..T.B. with the Victorian Railways on 1 July, when the Metropolitan Transport Authority comes into being. After that date, it is not known what the feelings of the new administration will be towards museums and, indeed, towards COTMA. It may well be that the price will rise significantly after 1 July.

It should be mentioned that after considering all aspects, the Board has declined the offer by the Newcastle Tramway Museum of the loan of one of their W2 cars, as this would not be without cost to the Society and the money would be far better spent on a W2 of our own.

Annual General Meeting - Election of Directors

Nominations are now invited from members who wish to stand for election to the position of Director at the Society's Annual General Meeting to be held on Friday 24 June, 1983.

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

1. He/she must be a financial member with all current

Society financial requirement fully settled at the time of the election;

2. He/she must lodge his/her nomination with the Secretary, at G.P.O. Box 103, SYDNEY, 2001, not later than 5.00pm on Wednesday 18 May, 1983, bearing his/her own signature as well as those of the 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 be appointed to any position on the Board, if elected.

The Directors retiring in accordance with the rules of the Society are Messrs. M.J. Balk, C.B. Gilbertson, R.S. Jones and D.H. Rawlings. Messrs. Balk, Jones and Rawlings offer themselves for re-election.

Nominations must be accompanied by a brief resume outlining any qualifications the nominee may possess, the length of his/her membership of the Society and any previous positions he/she may have held in the Society.

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 making written application to:

The Returning Officer,
South Pacific Electric Railway Co-op Soc.,
68 Botany Street,
RANDWICK N.S.W. 2031

enclosing a stamped, self-addressed envelope, to reach the Returning Officer not later than Friday 27 May, 1983.

Bus 3434

The Society has submitted a tender to the Urban Transit Authority for the purchase of Leyland ERT 1/1 Bus No. 3434; this vehicle being representative of the later type of Leyland underfloor-engined buses which replaced the trams in Sydney. If our tender is accepted, this vehicle will be the final link in our bus collection, which is to represent only those buses which had a connection with the tramways.

The purchase price of the bus is to be contributed by members, as has been the case with all of our buses in the past. This is in line with our policy that the bus fleet will be self-supporting.

Tenders close on 15 April and further details will be reported in the next issue of SPER NEWS.

As members who attended the display at North Sydney Depot on Saturday, 8 January, will be aware, 3434 was on show and is one of the last two buses still remaining in the green and cream ex- D.G.T. colour scheme.

REPORT FROM THE CREW TRAINING COMMITTEE

It would appear that many members are critical of the activities, or perhaps inactivity, of the Crew Training Committee in its endeavour to ensure a high standard in the operation of the Museum Tramway. The Committee is aware that a communication breakdown may exist between the Committee and the Museum membership and the purpose of this report is mainly to overcome the problem and set down certain factors which members may have forgotten, or in the case of a newer member, may not been aware.

The very nature of the Crew Training Scheme and the potential difficulties which could arise if we don't tie up every loose end makes the establishment of the Scheme, and to some extent, its implementation, a rather drawn out affair. This may appear to a casual observer that nothing much is happening, the Committee certainly knows otherwise.

A continuing complaint, not necessarily levelled at Crew Training, has been that new members especially are never really introduced into the membership. The Crew Training Committee has looked at this and decided to introduce on a pilot scheme basis "An Introduction to the Tramway Museum" lecture series. While primarily intended to introduce prospective trainees to the Crew Training Course, the lectures will be broadened in scope to cover all major functions of the Museum.

"An Introduction to the Tramway Museum"

It is proposed that on a quarterly basis an introductory session will be arranged for the new member to get to know the Museum. This will take the form of a lecture/discussion session held at Loftus (old site initially) during the morning of the second Saturday in February, May, August and November. The lecture will commence at 10.15 am. It is most important to note, however, that prior notice must be given to the Crew Training Committee at least one week before the date set down that the member wishes to attend, otherwise the session will be cancelled. The address for correspondence to the Crew Training Committee is: P.O. Box 103, Sutherland N.S.W. 2232.

Crew Training Sessions

For some years now it has been indicated at SPER meetings and elsewhere that Crew Training Sessions are scheduled for the THIRD SATURDAY each month at Loftus, subject to requirements. The only modification to this has been to amend the timetable to read February to November inclusive. Members wishing to undergo tuition MUST advise the Crew Training Committee at least one week before any session. If no firm bookings are made for any session then it will be cancelled. Members who wish to undergo tuition but have extenuating circumstances preventing attendance at the scheduled times are asked to contact the Crew Training Committee with a view to special arrangement.

The established times for the training sessions are 10.00am to 12.00 noon; lunch; 12.45pm to 5.00pm, at the old site for the time being.

Restrictions to Training

All members between the ages of 16 and 65 years are eligible to undergo tuition in the Crew Training Course. Younger or older members must make special representation to the Board for consideration.

Any member 16 years of age or over may apply to be trained as Conductor. Members who have satisfied the examiners will be approved to act as Conductor, except those under 18 years of age who will not be permitted to act as Conductor in charge of a passenger tram until they reach 18 years of age.

Any members 18 years of age or over may apply to be trained as Tram Driver provided that they have been passed as Conductor. After preliminary driver training, suitable students will be approved to Trainee Driver status. Such Trainee Drivers will be permitted to practise on passenger carrying trams under the immediate supervision of an Instructor. Members who satisfy the examiners in both practical and written examinations will be approved to act as Driver (for normal passenger operations) except those under 21 years of age who will not be permitted to act as Driver in charge of a passenger tram until they reach 21 years of age.

Special training and approval for motor vehicle drivers is presently under review and courses/restrictions will be advertised in due course.

Provision exists with the training scheme/Board approvals for a subclassification of Works Tram Driver and Driver - Special Operations. Traffic Officers are appointed by The Board from amongst Drivers who show some aptitude at safely operating the trams for the general public.

In Conclusion

Recent developments with respect of the new site have made it necessary to suspend major efforts in Crew Training. Members are asked to bear this in mind. Once trams are running at the new site, however, the Crew Training Committee/Instructors will be required to speed up the tempo at which training is undertaken to ensure that all members eligible to operate trams on the new site are given a reasonable chance to undertake the necessary training.

Heritage Week

Two of the Society's Buses, A.E.C. double-deck 2619 and the single-deck Leyland half car 1275, together with Mal McAulay's Bedford, ventured to Wollongong on Sunday 10 April, to take part in the Heritage Week celebrations organised by Wollongong University, with the assistance of member, Ken McCarthy.

Our buses were used to convey passengers at regular intervals over a special route covering points of historical interest.

Although the service was not particularly well patronised it was yet another public relations exercise for the Society and it is possible that our participation in this event may result in the restoration on one of our exhibits.

On behalf of the Society, we would like to extend our thanks to Ken McCarthy for the time and effort which he contributed towards organising this event; to Dennis O'Brien for arranging the inspection of the buses as required by the Department of Motor Transport and to Bill Parkinson, Mel McAulay, Danny Urbas, Peter Kahn, Wayne Armitage and those other members who assisted in operating our buses in the usual efficient manner.

From the Traffic Manager

Just a reminder that the Museum is open and trams will be operated on the two Wednesdays during the coming school holidays, (11 and 18 May), between 10.00am and 4.00pm. If any members know of groups that wish to visit the Museum on a mid-week basis, we would appreciate their attendance on these days, so as to make these operations worthwhile.

From the Commercial Manager

The publication "From City to Suburb - A Fifty-year Journey" has, at last, been received from the printer and copies are now on sale at the Museum Bookshop at a cost of \$29.25. Mail orders are also welcome, and should be addressed to:

SPER Sales Department,
P.O. Box 103,
SUTHERLAND N.S.W. 2232

The cost of the book is \$31.75, inclusive of postage and packaging.

From the Treasurer

Col and Cynthia returned from their honeymoon in time for the end of the Society's financial year (and to honour a dinner invitation extended to them from the General, a fellow Hornsby resident, by telegram at their wedding....) Col wishes to extend his usual appreciation to David Critchley, Laurie Gordon, Glenn Killham, Mel McAulay and Paul McDonald, for their assistance with the publishing and sales stock-take.

Debenture Issue

Response to the debenture issue has been somewhat disappointing, with only \$4,400 being received to date. As this falls quite short of the \$20,000 that we had hoped to raise, we ask that any members who are unable to physically assist the Society in the New Museum project reconsider whether they may be able to assist with funds. Remember - the debentures earn interest and your funds will be repaid on completion of the debenture period.

Aluminium Cans

With the recently announced increase in the price of re-cycled aluminium cans, we again ask members to drop off any "empties" at the Royal National Park site.

Donations

The Directors acknowledge, with thanks, donations received from the undermentioned Society members and supporters for the six months ended 31 March, 1983:

G.B. Ahern	C.W.A. Flynn	P.N.H. Neve
P.T. Ashley	V.J.A. Flynn	J.R. O'Brien
M.J. Balk	D.C. Fox	S.M. O'Donnell
R.A. Barracluff	G.R. Fulljames	D.C. O'Sheehy
D.G. Bennets	R.B. Gibson	G.R. Olsen
R.A. Buckland	C.B. Gilbertson	D.F. Parkes
A.H.D. Budd	L.P. Gordon	G.H. Perry
P.G. Burgmann	J.B. Green	P.A. Robinson
K.A. Butt	A.D. Greenwald	D.C. Sims
C.M. Byrne	E.G. Hall	V.C. Solomons
P.S.B. Calow	R.E. Hall	R.P. Stack
R.J. Campbell	P.B. Hallen	G.J. Stevens
H.R. Clark	M.L. Halloran	G.F. Sutherland
J.A. Clark	J. Horne	W.J. Tafe
R.C. Clarke	D. Hutchison	G.R. Tant
L.I. Coghill	C.J. Jacobs	D.B. Thomson
V.R. Collins	R.S. Jones	W.A. Tuffnell
D.C. Cottee	M.M. Lind	W.F. Tuffnell
R.W. Cowing	F.C. McCabe	C.W. Tumber
J.A. Croke	W.A. McCabe	D.J. Urbas
W. Davidson	R.K. McCallum	G.R. Urbas
T.E. Davies	B.C. McDonald	A.F. Watson
R.J. Driver	L.B. Manney	D.R. Withers
T.A. Ellis	C. Manning	B.B. Worthington
E.R. Ewers	G.A. Manning	
P.G. Ferguson	B. Muston	

It is gratifying to record that over \$5,000 was received from the aforementioned 76 persons in continuing to give to the numerous appeals for funds to support the Museum's aims and objectives.

From the General Manager

I would like to deal with two specific items this issue, the first concerning Society administration.

Unknown to the Directors, there has been an undercurrent of dissatisfaction with some aspects of the Board's administration policies and actions. Although only an apparently small number of members hold this view, their discontent culminated at the January Extraordinary General Meeting whereby democratic, well-planned and executed strategy defeated the Directors' motion to increase the size of the Board.

The Directors' initial reaction was to see the loss of the motion as a vote of no-confidence. However, subsequent discussions revealed that the dissatisfaction was not with the Board as a whole, but rather the actions of only one or two Directors. The Board feels that this dissatisfaction is unfounded, as each and every Director does his best for the Society ALL the time, not only at work parties, etc.

The last 14 years have been most frustrating from an administration view point, as very little forward planning could be carried out. On many occasions during this period, on-the-spot decisions had to be made and as the Society's main representative for relocation negotiations, circumstances dictated that I made many decisions by consultation with only one or two other Directors.

As you are now all well aware, final negotiations were completed only late last year, but concurrent with the negotiations, the new site was cleared, a loan negotiated, a State Grant obtained and a Society tramcar leased; all of which culminated in the first stage of the running shed and display building being erected.

It appears that the main criticism of late, however, is the alleged "closed shop" attitude of the Board. If this is so, it has not been intentional, but is perhaps an overflow of the "instant decision" era of the relocation process. Despite the many appeals for help in all facets of the Society's activities, a number of members have indicated that they believed there are not enough opportunities for direct involvement in the Society's policy formulation. Additionally, the view was expressed that whilst doing a good job generally, the Directors hold too many positions, especially on committees. As General Manager, I accept full responsibility for the criticism in that I was not alert enough to see the problem manifesting itself, but now the problem has been brought openly to the Directors' attention, as it should have been ages ago, the management structure has been reviewed.

As part of this review, where possible the Directors have been removed from committees. It should be remembered, however, that each committee has the relevant Director on it as the Board's representative; this does not apply to sub-committees. Despite the withdrawal of Directors from committees as Board representatives, it should not preclude a director from being on any committee should his skills, experience or interest be of value to the Society.

Basic definitions of three management levels:

Board of Directors	Policy and Financial Approvals
Standing Committees/Officers	Formulation of recommendations to Board; Execution of Board Policy and decisions
Sub-Committees	Short term special purpose committees set up by either the Board or Committees

The revised committee membership is listed hereunder with newly created positions marked thus:- **

1.0 CREW TRAINING

Messrs. Rawlings (Chairman), Denham (Chief Training Officer), Tuffnell (Conductor Instructor), Armitage, Glenn, Kahn (Driving Instructors) Davies (Records) and Turnbull (Consultant). Additionally a member of the Safety Committee will be present. Although no longer on the Committee, Messrs. Cowing and Parkinson will act as Part-Time Instructors, as required.

2.0 PLANNING AND DEVELOPMENT

Messrs. Rawlings (Chairman), Cowing (Site Development Manager), Denham (Design), Gordon, Griffin, Building Supervisor**, Power Supply & Distribution Supervisor**, Perway Supervisor**, Overhead Supervisor**, Grounds Supervisor**, Plant & Equipment Supervisor** and Stores Supervisor**.

2.1 Tramcar Relocation Sub-Committee

Messrs. Gordon (Chairman), Armitage and McAuley.

2.2 Substation Sub-Committee

Messrs. Griffin (Chairman), Armitage, Clarke, Hallen.

3.0 WORKSHOPS

Messrs. Jacobs (Chairman).

4.0 ACCIDENT INVESTIGATION

General Manager, (Chairman), Chief Engineer, Traffic Manager, Safety Committee representative and Chief Crew Training Officer.

5.0 PRESERVATION & RESTORATION

Messrs. Olsen (Chairman), Armitage, Buckland, Chinn, Gordon, Jacobs, McAulay and Solomons.

6.0 ARCHIVES & DISPLAY

Messrs. Olsen (Chairman), Campbell, Cooper and Solomons.

7.0 COMMERCIAL, WITH COMMENTS BY THE COMMERCIAL DIRECTOR.

This section of the Museum's activities has grown significantly over recent years. Originally called Publishing and Sales, its title has been changed to keep in line with its increased activities.

Because this area is, as the name implies, more commercial and not tramway orientated, many of the decisions are made purely on a commercial basis. For this reason, the "committee" system of decision making is used only for major issues.

7.1 PUBLISHING SUB-COMMITTEE - convened as necessary.

7.2 SALES SUB-COMMITTEE - convened as necessary.

* 7.3 COMMERCIAL DISPLAYS CO-ORDINATOR (1 position)

An on-going part-time position for someone who likes to dabble in Public Relations, is not adverse to a little physical work and can liaise with other organisations. There are two main areas of responsibility:

- (a) To organise guest speakers from within our ranks, for other organisations and general publicity; and
- (b) To assess proposed exhibitions and displays, report to the Board, on the viability of our involvement; and (with the assistance of others) organise the event. This will often involve close co-operation with the Technical Services Manager and Archives & Displays Sub-Committee.

7.4 EDITORIAL STAFF - "TROLLEY WIRE"

To assist the Editor with the production of "Trolley Wire". It is essential that the magazine appears on schedule as it is the voice of all Australasian Tramway Museums.

7.5 PRODUCTION AND DISTRIBUTION STAFF - "TROLLEY WIRE" AND SPERNEWS

Extra hands are always welcome to assist the present staff with the task of preparing the above publications ready for posting.

7.6 MUSEUM SHOP ATTENDANTS

Commercial sales have been responsible for a large part of our income. As part of the proposed expansion we will require responsible members or "friends of the Museum" to assist with the retail side of our operation. This position involves weekend work - the usual penalty rates apply!

* 7.7 COMMERCIAL BUYER (1 position)

This person must be commercially orientated and be able to devote considerable time during business hours, including making many telephone calls, receiving company representatives and visiting our contractors. Although very demanding, this is an interesting position for those who can spare the time.

* 7.8 COMMISSARY (1 position)

Again requiring time during normal business hours, this person is responsible (usually on a monthly basis) to pick up soft drinks and some confectionery from the wholesaler and deliver to the Museum.

7.9 MAIL ORDERS DESPATCH CLERK (1 position)

A job which can be worked from home. Processing mail orders is vital to our overall sales.

All of these are existing positions which either require additional staff or are occupied by temporary staff. Those marked * are presently held by the Commercial Manager, who would definitely appreciate some assistance.

Please address applications for the above (7. series) positions
direct to:

The Commercial Manager,
P.O. Box 103,
SUTHERLAND N.S.W. 2232

8.0 SAFETY & FIRE PREVENTION

3 or 4 members**

The revised Officers list is as follows:-

Minutes Secretary	V.C. Solomons
Membership Secretary	B.J. Parle
Traffic Manager	P.C. Kahn
Research & Archives Officer	V.C. Solomons
C.O.T.M.A. Representative	M.J. McAuley
Chief Engineer	R.C. Clarke
Roster Clerk	B. Smith
Security Officer	M.J. Balk

As part of the review it has been decided to expand the Workshop and Planning Committees by re-introducing the "Supervisor" system which was in vogue some years ago. These Supervisors would become members of either the Workshop and/or the Planning Committees as shown above. Listed below are the job descriptions of the vacancies.

The following Supervisors are responsible to the Technical Services Manager.

1. Running Maintenance:- to keep traffic vehicles, both tram and bus, in safe operating condition, to keep accurate records; to prepare budgets; member of Workshop Committee; member of Planning Committee, as required.
2. Restoration:- to carry out major overhauls in accordance with approved recommendations; to prepare budgets; member of Preservation and Restoration Committee; member of Workshop Committee; member of Planning Committee, as required.
3. Buildings:- to maintain existing buildings in a safe and presentable condition; to construct buildings at New Site in conjunction with New Site Manager; member of Workshop Committee; member of Planning Committee.
4. Power Supply and Distribution:- to maintain existing supply in safe condition, to install electricity supply, conversion and distribution system at New Site; member of Workshop Committee; member of Planning Committee.
5. Perway:- to maintain existing trackwork in safe and operable condition; to construct perway at New Site in accordance with approved plans; member of Workshop Committee; member of Planning Committee.
6. Overhead:- to maintain existing overhead in safe and operable condition; to construct overhead at New Site in accordance with approved plans; member of Workshop Committee; member of Planning Committee.
7. Grounds:- to preserve National Park site in accordance with National Parks and Wildlife Service requirements; to construct parks and gardens at the New Site in accordance with approved plans; member of Workshop Committee, as required; member of Planning Committee.
8. Plant and Equipment:- to maintain hand and power tools at both sites; to maintain maintenance equipment (i.e. Trollies); on Workshop Committee; member of Planning Committee, as required.
9. Stores:- to sort and record current stored parts; to plan New Site stores; member of Workshop Committee; member of Planning Committee.

Obviously we do not expect the Supervisors to do all the work stated above, as it is envisaged they would organise themselves and others to do the work, in conjunction with other sections as circumstances dictate. In addition to the positions listed above, extra workforce members will be required to work with the Supervisors. It is desirable that there be backup personnel for all the positions to ensure a "depth" of skills for the future.

Section	<u>Minimum</u> additional staff
Running maintenance	4
Restoration	2
Buildings	4
Power Supply	2
Perway	6
Overhead	2
Grounds	2
Plant & Equipment	2
Stores	2

It has also been decided to combine the aspects of Safety and Fire Prevention in one Committee with 3 or 4 members. This Committee will be responsible to the General Manager.

Members' reaction may well be "But I lack the skills..." - so did at least 90% of us when we joined. Over the last twenty or so years we have, as a group, learned a great deal and it is the philosophy of the current small workforce to pass on all we have learned:---- willingly!!

If you are interested in one of the vacancies, have any comment to make or are prepared to assist in some other way please write to:

The General Manager,
P.O. Box 103,
SUTHERLAND N.S.W. 2232

Please reply by Wednesday 8 June, 1983, so that the Board can consider the replies at the Board Meeting the following week. Results of this Supervisor/Committee member drive will be detailed in the June edition of SPERNEWS, as well as at the Annual General Meeting.

In 1969, when the Society's administrative structure was reviewed, the following comment was made:

It is the Board's earnest desire to encourage more members to take an active part in the running of the Society, but it must be realised that unless suitable members are forthcoming, Board members will be utilised. Any member who wishes to be considered for an appointment should first think on these points:-

1. He should be willing to co-operate with others and to appreciate their point of view;
2. He should be able to devote a sufficient amount of time to carry out his duties; and
3. Most important of all, he should keep the Society's success as his ultimate goal.

The current national economic situation is affecting our Society too, at a time when we need to be spending money as an investment for the future redevelopment of the Museum and tramway. It is critical that our progress on the New Site be as rapid as finance and manpower will allow.

A great deal of time and effort has been spent in recent months airing various points of view, but in order to get "back on the right track" we need:- (i) less backroom bickering; (ii) less self-knocking and more self-praise; (iii) more "up-front" decision (iv) additional members to share the responsibilities, the work load and the rewards and (v) determination, single mindedness and a united front.

In today's world of commercially orientated "open" museums and attractions with massive financial backing, our only irreplaceable commodity is the desire to do the best job possible for something dear to our hearts - the tramways of Sydney. Help preserve the memory..... lend a hand.

The second item I would like to raise concerns a proposed celebration. We are now in the Society's 25th year, which will end on 30th March, 1984. It is proposed to commemorate this event by holding an Anniversary Dinner, preceded by an afternoon at the New Site where, hopefully, we will be able to operate one of our trams.

Whilst more details will be announced next issue, if you have any other ideas on how this event could be celebrated, please contact me at the Sutherland postal address.

STOP PRESS

Bob Casey has submitted his resignation from the Board of Directors, owing to his being transferred to New Zealand. At the Board meeting on 22nd April, 1983 Geoff Olsen was appointed to this vacant position.

We welcome Geoff to the Board, and extend our sincere thanks to Bob for the energetic performance of his duties over the past two years, at the same time we wish him every success in his new venture "Across the Tasman".

DAVID RAWLINGS
General Manager.

Works Report

(a) New Site

The recent rain, which has made conditions rather soggy underfoot, has not dampened the enthusiasm of our regular workforce and steady progress is being made on the installation of our first piece of special work - one of the three way points obtained last year from Rozelle Depot.

Our friendly earth moving contracotr, directed by Bob Cowing, recently worked out in the liquid sunshine, excavating in preparation for the laying of the concrete slab on which the three way point is to rest.

On the major works day held on 7 May, further earthworks were carried out, the tie bars and track on Road 3 were concreted and the surplus concrete was utilised for the pathway between Road 1 and the railway side shed wall. The formwork was also set up for the slab for the three way point.

On 14 May, two truckloads of concrete arrived and this was poured into the formwork and the excess was again utilised to continue the path next to Road 1.

Further excavation was carried out on 4 June, for the laying of a concrete slab for the next piece of special work, this being one of the ex-Rozelle right hand points. Some of the excavated material was utilised to fill in the area around Road 3, thus bringing the entire floor area of the shed up to rail head level in preparation for the members' "cracker night" on 11 June.

All trackwork inside the shed is now complete except for Road 2. This is the track chosen for the future inspection pit and it has been decided not to lay this track until the pit can be installed.

Some further clearing of the scrub covering our future right of way was undertaken toward the end of May and a much wider path now extends from Pitt Street to the Army Depot. Members visiting the new site will now be able to see some real progress.

(b) Old Site

The pit on Road 1 usually resembles a swimming pool, with all the recent rain and the pump has been working overtime removing the water.

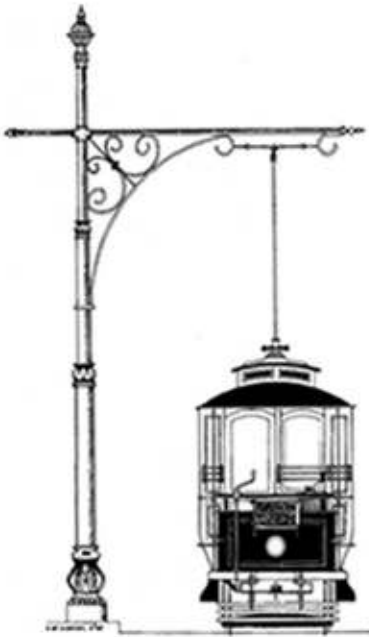
The rain has also been causing other problems. The track on Road 3 in the depot yard, which is set in Speranian patented mass clay, has been loosened recently and spread sufficiently on 28 May to cause R1 1979 to derail. This effectively isolated all of the cars on Road 3 until the track was regauged and 7 tie bars installed on Saturday, 4 June.

The laying of special work on timber sleepers in the depot yard was considered satisfactory when it was laid 22 years ago but unlike the members who laid it then and who were there again to effect repairs on 4 June, the sleepers have aged and are virtually non existent in parts. With work being concentrated on the new site, the old site is beginning to show signs of deferred track maintenance and this is all the more reason why we must strive to achieve our goal of operation at the new site by May, 1985.

The laying of special work on concrete slabs at the new site, while initially expensive, will eliminate problems of this nature.

(c) Off Site

A special work party was assembled on 16 April to commence work on retrieving the body of R1 2044 from its resting place at Bowral. The work consisted of removing the car from the concrete blocks on which it had been very thoughtfully positioned when it was originally moved to Bowral.



Mal McAulay re-visited the area during May, accompanied by a tow truck operator, to assess the best way of moving the car from beneath the roof which had been erected around it. Unfortunately, the rain over the past few weeks has held up further attempts to move the car but this is expected to be accomplished within the next few weeks and 2044 should soon be "at home" at the new site.

The builder's plates were still affixed to the car and indicate that it was built by COMENG in August 1952. 2044 operated on the last day of the Sydney tramway system and was in service for 8½ years, only 2½ years longer than Brisbane "Phoenix" 548.

We are fortunate in having been offered up to \$1,000 by a NON MEMBER towards the cost of obtaining 2044. This offer was made several years ago but is still valid. Donations from members toward the cost of moving 2044 should be addressed to Box 103, G.P.O., SYDNEY, 2001.

Tramcar 1995 - The True Story

As members will be aware, it was announced during last year that the Society had accepted the offer of "R1" 1995 from member Bruce Pinnell, who had obtained the car several years ago, minus bogies and electrical equipment.

Due to the lack of money to pay for the transportation of this car to Loftus and the lack of space at both sites at the time, it was not possible to take any action to move it and the matter was held in abeyance.

With the discovery of R1 2044 and the offer by a non-member, as mentioned above, to contribute \$1,000 towards obtaining a car numbered over 2000, coupled with the necessity to remove the car from Bowral as soon as possible, the Board of Directors was required to decide whether to take both 2044 and 1995, or to leave 1995 until sufficient money was available. The decision of the Board was to take BOTH cars and to move them both at the same time, while we had cranes in the area.

At a works day at the new site, shortly after this decision was made, a Director happened to express his own personal view that as space was still not available until completion of the three way point at the new site, the Society should take 2044 now and 1995 at a later stage, dependent upon the urgency for the latter car's removal.

Unfortunately, this remark was reported incorrectly by a member to Bruce Pinnell as being a decision by the Board not to take 1995 at all and to take 2044 instead, resulting in the withdrawal of the offer of 1995 and it being donated instead to the Newcastle Tramway Museum.

The fact that 1995 was included in the revised Museum Guide, now in preparation, is an indication of the Society's intention in regard to this car but as a result of the unfortunate misreporting of a Director's personal opinion, the car is now lost to us.

The Society bears no ill feeling toward either Bruce Pinnell or the Newcastle Tramway Museum and we have made this quite clear to both parties. In fact, we are still rendering as much assistance as possible to the N.T.M., both in the training of their members in the operation of tramcars and in technical advice on the establishing of their proposed museum tramway at Waratah.

What's News Department

(a) New Members

The Board of Directors, on behalf of the members of this Society, extend a welcome to new member No. 484, Donald J. Ferguson.

(b) New Vehicles

As mentioned in the last SPER NEWS, the Society submitted a tender for the purchase of Leyland ERT 1/1 underfloor engine single deck bus No. 3434. Our tender was accepted by the U.T.A. and we are now the proud owners of the abovementioned bus. This vehicle is at present stored at the new site and may be inspected by members on any work day. Purchase price of 3434 was \$800 and to date, members have contributed \$210, which leaves a shortfall of \$590, which has temporarily been borrowed from the Museum Fund. Further donations will be gratefully received.

Acquisition of W2

The W2 fund continues to grow, with the total now standing at \$1,825.80. We feel certain that our members will continue to dig deep into their pockets to assist with the cost of this car.

Remember, your donations over \$2.00 are tax deductible. If you are short of wives or children to claim as tax deductions on your annual tax return, why not adopt a "W2"???

We are still hopeful that we will be able to make the necessary arrangements to purchase and transport a W2 to the museum prior to 30 June.

Next Meetings

Members are reminded of the following dates for Social and General Meetings for 1983. All meetings are now held in the Large Hall (upstairs), Railway Institute, Cnr. Devonshire and Chalmers Streets, Surry Hills (at Devonshire Street exit of Central Electric Station) commencing at or about 7.30p.m.

Friday	24 June	Annual General Meeting
Friday	2 September	Social Meeting
Friday	11 November	Social Meeting

We urge all interested members to attend the Annual General Meeting, details of which are included with the Annual Report. The Society has had a most interesting year and if you haven't been able to attend the work parties, this will present an ideal opportunity to hear all the news first hand and to raise any questions or make constructive suggestions.

If you have any questions to ask about any other aspect of the Society's activities or functions, these will also be answered by the Directors or other Society Officers.

The usual post meeting post mortem and social gathering will be held at the Journalists' Club in Chalmers Street afterwards and all members over the age of 18 years are invited to join in.

Cracker Night - 1983

Members are reminded of the barbecue and "cracker night" to be held at the new site on Saturday, 11 June. The gas barbecue will be fired up around 4.00p.m. Bring your own wives, husbands, children, friends, food, drink and fireworks.

Aluminium Cans

While on Traffic at the old site on Sunday, 19 May, Col. Gilbertson was overjoyed to hear that the price for aluminium cans had increased to 60 cents per kilogram. If you have any aluminium cans lying about, it would be appreciated if you could bring them along to the old site to add to our collection and so help your Museum.

Restoration of Leyland Half Cab 1275

Our vintage 1937 Leyland Tiger half cab bus, thanks to the efforts of Geoff Johnson, with assistance from Dennis O'Brien, is now residing at the Pressed Metal Corporation's workshops and is receiving a partial restoration job.

Leyland is about to launch a new bus, to be known as the Leyland Tiger and our original Tiger is to be loaned to Leyland as part of the publicity campaign. The bus will then return to the new site in a slightly better condition.

Our thanks are extended to Geoff for his action in this matter.

Positions Vacant

In case members are of the opinion that they are too late to apply for any of the vacant positions advertised in the last SPER NEWS, there is still time and there are still numerous vacancies.

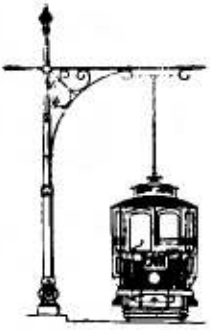
We would still like to see more members become involved in the Traffic operations and there are always vacancies for Conductors, Drivers, Bookshop Attendants and Museum Guides. If you are interested in these or any other positions, write to the General Manager, or the Crew Training Committee at P.O. Box 103, SUTHERLAND 2232.

Debenture Issue

Several members have reported that they did not receive an application form for the Debenture Issue with their February SPER NEWS. If you are one of those members and you still wish to assist the Society by subscribing, write to The Secretary, Box 103, G.P.O., SYDNEY, 2001 and an application form will be sent to you. Application forms should also be available from the Financial Director at the Annual General Meeting.

Illawarra Track Removal

Arrangements have been made to recover some used rail in the Illawarra area on Saturday and Sunday 18th and 19th June 1983. Assistance is need for unbolting and dispiking. Please contact Dave Rawlings or Bob Cowing if you can attend.



SPER NEWS

Works Report

(a) New Site

A considerable amount of progress has been achieved at the new site on the last two major works days and additional works days which were arranged as required, however, a few more willing workers would be welcomed by our regular work force to lend a hand (or two) and ease the burden. Work parties are held at the new site on most Saturdays, so if you can't make it on the major works days, held on the second Saturday of each month, there is generally something doing on other Saturdays.

The major attraction at the June and July major works days has been the cleaning and preparation of the three-way point ex-Rozelle Depot, which is being assembled on the concrete slab on which it will eventually be permanently positioned as stage one of the new depot fan, to connect Roads 1, 2 and 3.

Despite its years of service at Rozelle and its being partially buried since November, 1958, this piece of special work is in remarkably good condition and will look rather impressive when finally ready for use.

On 6 August, concrete was poured for the slab on which stage two of the next piece of special work will be positioned. This will adjoin the three way point and will be the first piece of special work actually constructed by the society. Designed by Bill Denham, it will be basically a right hand turnout from the future ladder track, leading to the three way point but will also incorporate a left hand turnout from the ladder track to form the triangle connection to the tramway street. Formwork for the left hand turnout was positioned on 6 August. This will be the third and final stage of the project.

The installation of electrical wiring and lights in the shed is continuing, with much of the recent work being carried out by Geoff Olsen.

On the extra work day on 23 July, most of the grooved rail from the new site rail stack was positioned around the site for use as required and the trolley bus bogie, ex Cardiff, Wales, was moved inside the shed for restoration.

(b) Old Site

The Society's Permanent Way section is being re-formed under the guidance of Trevor Glenn and Vic Solomons. It is proposed to carry out essential track maintenance work at the old site over the next few months, to keep the track in a safe operating condition and also to train some of our newer members in the basic skills. While it is still anticipated that we will transfer passenger operations to the new site in March 1985, it is most important that our safety standards should not be allowed to decline.

If you would like to participate in this interesting work, contact Trevor or Vic. With track laying at the new site imminent, we will require as many members as possible to receive basic training.

(c) Off Site

While not exactly Society work, the Society's scrubber car 134s, ex "D" class 102, took to the S.R.A.'s tracks on Friday 15 July, to carry out the same task as it was used for when working on the Eastern Suburbs Railway, prior to the opening of that line in 1979.

During the recent rail strike, which lasted from 29 June until 15 July, inclusive, the S.R.A. Way and Works Branch made the most of the opportunity and carried out numerous large scale track maintenance projects, one of which was portion of the Gympie-Caringbah duplication on the Cronulla branch line. As was the case with the Eastern Suburbs line, the new rails which had been laid were pitted and it was also necessary to remove mill scale prior to their being used by trains.

The Society was approached on Thursday 14 July, in regard to the use of the scrubber and after some rather hurried arrangements, it was made ready for use the following day. Bob Cowing and Wayne Armitage were seconded from their usual work and utilised as the crew and after a few technical problems, 134s was allowed out onto the main Illawarra line at Sutherland and merrily scrubbed her way to Cronulla and back, being the first tram to travel to Cronulla in 51 years.

Perhaps the S.R.A. might give some consideration to providing an exchange siding at Sutherland when our new line reaches that point, to facilitate such work in the future!

Our thanks go to Dick Clarke and David Rawlings for their behind the scenes work on this project, Wayne Armitage for giving up his time to operate the car and Noel Reed for his assistance in arranging contact between the S.R.A. and the Society.

This is yet another example of our ability to assist a state government undertaking and it is hoped that eventually, our actions will result in greater government assistance in return.

The Illawarra Track Removal, mentioned in June SPER NEWS, took place as planned on the weekend of 18 and 19 June. For various reasons, which will be explained in due course, we cannot give a detailed report on this project at this stage but we would like to thank those of our members who braved the extremely inclement weather to assist in this project.

R1 2044 Comes Home.

After many frustrated attempts, due once again to the inclement weather, 2044 was towed out from beneath the protection of the shed which had been erected around it at the Bowral property of Mr. Martin Lemann, on Saturday 2 July, preparatory to the transfer to Loftus.

On the following Saturday, 9 July, Bill Parkinson was on hand at Bowral once again to supervise the loading of the car onto a low loader and the movement to Loftus. Although the weather had been generally fine during the preceding week, the ground proved to be rather soggy and it was necessary to obtain the services of a tow truck to retrieve the low loader and crane truck at various stages, until the tow truck itself became bogged. Unfortunately, the humour of the situation was lost when the bill was presented!

2044 arrived at the new site at 3.15 p.m. on 9 July and was unloaded onto a pair of W3 bogies and pushed into the shed at 4.50 p.m.

Our thanks are extended to Bill Parkinson for supervising much of the work involved in obtaining and transporting the car and liaising with Mr. Lemann. Our thanks are also extended to Mal McAulay for undertaking some of the initial arrangements involved with the recovery of the car and to the members who assisted at the work party on 16 April.

A total of \$1150 was contributed toward obtaining 2044, which covered the majority of the involved. \$1,000 of this amount was contributed by a *non member*, who was interested in having the Society preserve a 2000 series post-war R1 and was prepared to offer material assistance.

While much work needs to be carried out on the car to restore it to a trafficable condition, it is no worse than was 1979, when that car arrived from Randwick Workshops. The car is structurally sound and relatively free of rust and is a most welcome addition to our fleet of Sydney cars.

New Members.

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

- | | |
|--------------------------|-----------------------------|
| (485) Colin P. Ferguson, | (486) Shaun A. Hopkins |
| (487) Leon B. Rudd, | (488) Christopher A. Hague, |
| (489) Richard W. White. | |

Annual General Meeting.

As announced in the notice of the A.G.M., which accompanied the Annual Report, there were only four nominations received for the four vacant positions on the Board of Directors and accordingly, members Michael J. Balk, Richard S. Jones, Peter C. Kahn and David H. Rawlings were appointed to the four positions without the need to hold an election.

Colin B. Gilbertson, one of the four retiring Directors, did not seek re-election, due mainly to the pressures of his accountancy practice and he was replaced by Peter Kahn.

In his two years of service on the Board, Colin effected major changes to the Society's accounting procedures and laid down the guidelines for sound financial management for his successor to follow and for this, as well as his dedicated service to the Society and assistance to his fellow Directors, we extend to him our gratitude.

Following the first meeting of the new Board of Directors, a re-allocation of positions took place and the areas of responsibility of the various Directors are as follows:—

Chairman	Robert W. Cowing
Secretary	Richard S. Jones
Treasury/Finance	David H. Rawlings
General Manager	Robert W. Cowing
Security	Michael J. Balk
Trading	Michael J. Balk
Operations (Traffic)	Peter C. Kahn
Public Relations	Peter C. Kahn
Mechanical/Electrical	William S. Parkinson
Maintenance (Per-way, Buildings, etc.)	Geoffrey R. Olsen
Curator	Geoffrey R. Olsen
Members' Service	Richard S. Jones

David Rawlings was also appointed to the position of Deputy Chairman and as part of the Board's policy of delegation of authority, William M. Denham has been appointed to the position of Safety and Crew Training Officer.

Ben Parle was re-appointed as Membership Secretary and all other Non-Board positions remain unaltered.

Substitute Director Appointed

Michael J. Balk, who has recently moved from Kingsgrove to Lugarno and is establishing himself in a new business venture, has applied to the Board for leave of absence for up to six months to enable him to devote himself to these matters.

Accordingly, the Board approached Donald M. ("The Hogger") Campbell to fill the casual vacancy until Michael resumes his position. Don accepted the offer and has now taken over the position of Curator. Michael will still attend to the Commercial (Trading) and Security portfolios. Although new to the Board, Don has already begun to apply himself to the responsibilities of his position and has already undertaken a project which may prove to be of major benefit to the development of the new site. We hope to be able to report on this project in the next (October) issue of SPER NEWS.

Contrary to rumours now circulating, Michael Balk's new position is not Banana Bending and he has not and will not be moving to Queensland. He is, in fact, still alive and living in Lugarno.

1984 COTMA Conference.

Advice has been received of the dates and venue of the 1984 Bi Annual Conference of the Council of Tramway Museums of Australasia. The Conference is to be hosted by the Museum of Transport and Technology (MOTAT), Auckland, New Zealand and will be held on Saturday, Sunday and Monday, 2, 3 and 4 June, 1984.

Further details of the conference will be announced when to hand.

Green Thumbs Day.

Another tree planting day has been planned for Saturday 17 September, similar to that held last year and all members are invited to attend.

As was the case last year, this will be a members' day and it will commence with a barbecue lunch at the new site at 12 Midday, with tree planting commencing between 1.30 and 2.00 p.m.

Bring along your friends and/or families and find out what has been happening at your museum in recent months. You may be pleasantly surprised. Also bring along your own food, drinks, etc.

Cracker Night — 1983.

A quite successful Members' Cracker Night was held at the new site on Saturday 11 June and a good time was had by all the children, large and small, including the few smaller ones who almost went for a swim in Lake Cowing.

Some comment was made about the fact that the festivities began to "burn out" after about 8.30 p.m. but this can be attributed to the large number of members' children in attendance, who are not used to the late nights such as those which we used to have at the old site each Members' Day.

Perhaps we will see more of the younger and/or single members there next year.

Proposed Hiring of R1 1979.

The Society was recently approached by Grace Bros., Bondi Junction, in regard to the possible hiring of a tram to that store, in conjunction with one of its promotions.

Negotiations took place between the Society, represented by Bob Cowing, and Grace Bros. in regard to this matter and a hiring fee of \$5,000 was set and agreed to by Grace Bros.

Details of the proposed hiring were conveyed to members at the Annual General Meeting and those members present indicated their approval of the hiring, which was to be for a period of two weeks.

Conditions laid down by the Society were that all costs of movement of the tram were to be borne by Grace Bros. and that the car was to adequately insure and a minimum of two security guards was to be provided at all times.

Unfortunately, the cost of providing the security guards proved to be excessive and the hiring of the car did not eventuate.

The Bondi area can hardly be described as a low security area, hence the desire by the Society to protect the tram. No amount of insurance would be adequate if the car had been destroyed by vandals, as actually happened to Ballarat single

truck car 30 in Portland, Oregon, U.S.A. (see February Trolley Wire, page 18). 1979 was to have been displayed in the former Oxford Street pedestrian mall.

Acquisition of Melbourne W2.

With the "W2 Fund" now standing at just over \$2300, action has been initiated to purchase a W2 for the Society.

Member Ian Hanson, who is now residing in Melbourne and who drives trams for the Metropolitan Transit Authority, has prepared a short list of cars which are still in service and in reasonable condition and this list will be considered by the Restoration and Preservation Committee. It is expected that the Committee will submit its recommendation to the Board shortly, to enable arrangements to be made for the purchase of our W2.

TROLLEY WIRE Meeting.

A meeting has been planned for Friday night, 9 September, at the Society's Office, 34 Baxter Avenue, Kogarah, to determine the future of TROLLEY WIRE, the journal of the Australian Tramway Museums. This meeting, which will commence at 7.45 p.m., has been arranged to decide the future development of the magazine and various other aspects, such as a change in the size of the magazine.

Any member who feels that he or she is able to offer constructive comment, advice or assistance in this matter is welcome to attend the meeting. Any enquiries should be directed to Bob Cowing, telephone (02) 750 0876.

Commercial Report.

Michael Balk has announced that a new tie bar, featuring a steam tram motor, is now available, price \$4.00. The steam tram motor depicted bears a Broken Hill system destination sign and it is hoped that this will prove popular with the residents of that city, as it will be available in conjunction with the Broken Hill Tramways book, which is now being printed. The book is our contribution to Broken Hill's centenary celebrations.

The Broken Hill Tramways book has been written by Ken McCarthy and that alone is a guarantee that it will be of exceptionally high quality. Further details of the book will be advised in due course.

Leyland Tiger 1275

The Society's 1937 vintage Leyland Tiger half cab bus has been partially restored, by courtesy of British Leyland, at the Pressed Metal Corporation's workshops and will be utilised by Leyland to promote the new 1983 model Tiger. From the outside, the bus looks immaculate and has been fitted with side and rear destination boxes (without mechanisms, however) as part of the restoration.

As mentioned, the work undertaken was not a complete restoration but it has certainly lessened the amount of work which will be required to be carried out by the society to complete the job.

We again extend our thanks to Geoff Johnson for the role which he played in representing this matter to Leyland and also to Leyland for the assistance given to the Society.

Next Meetings.

Members are reminded of the following dates on which the remaining Social Meetings for this year will be held:—

Friday 2 September

Friday 11 November

These meetings will be held in the Large Hall, Railway Institute, Cnr. Devonshire and Chalmers Streets, Surry Hills (at Devonshire Street exit of Central Electric Station) commencing at about 7.30 p.m.

It is anticipated that there will be a slide show on Brisbane Tramways at the conclusion of general business at the September meeting.

As usual, the Directors will be in attendance at the Meeting to answer members' questions and to report on development at the new site and inform members of any important decisions made recently.

If you have any questions, complaints or suggestions to make, you are urged to attend and air them.

The usual post meeting (and that is where the meeting really starts), will be held at the Journalists' Club afterwards and all members over 18 years of age (their regulations, not ours) are invited to attend. Why not come along and meet your fellow members, if you have not done so before.

Works Day.

The second Saturday of each month has been designated on Major Works Day and work is usually carried out at the new site on these days. However, there is generally work being carried out every Saturday and if you wish to participate, contact Bob Cowing (750 0876) for details, or telephone either the old site (521 7624) or the new site (542 3646).

Maintenance work on the tramcars is also carried out every Tuesday night and all members are welcome to participate.

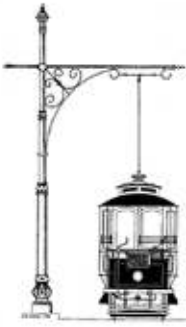
We urge all members to give a little of their time to help the society attain its goal of transferring our public tramcar operations to the new site by March, 1984, which is now only 18 months away.

South Pacific Electric Railway
Co-Operative Society Limited,
Box 103, G.P.O. Sydney, 2001.

NOTICE OF MEETING

A Planning Committee meeting will be held at the New Site on Saturday 17th September at 1.30 pm, to discuss both short and long term planning for the new site and tramway. All members are invited to attend. If you are unable to attend but have some comments to make, jot them down and post to " New Site, P.O. Box 103, SUTHERLAND 2232".

David Rawlings



Supplement to TROLLEY WIRE

SPER NEWS

October, 1983.

New Series No.13.

Works Report

(a) New Site.

On the Major Works Day held on 13 August, the concrete for the third and, for the moment, final slab on which the new depot special work is to be positioned, was poured, taking a total of three truckloads and \$1,000. This is possibly the largest amount of concrete poured by members at one time.

This is the slab on which the points leading from the ladder track to both Road 4 and the triangle to the tramway street will be laid.

The three concrete slabs now in position will enable all of the special work for Roads 1 to 4 to be installed as the various components are prepared and assembled. It is intended that the remaining shed roads will be connected by a traverser and therefore, there are no plans as yet to connect these roads.

Work has now settled down to cleaning the accumulated dirt and barnacle like ballast from the three way point, two right hand points and the left hand point which are to be laid by our meagre work force, plus the installation of wiring throughout the shed, for lighting and power.

(b) Old Site.

Some re-sleepering has recently taken place on the main line as part of our renewed track maintenance programme. The extent of this programme will be governed by the tracklaying progress at the new site, but at the present level of participation by our members in all aspects of the Society's activities, we will be hard pressed to meet the target date of March, 1985, for the transfer of operations to the new site.

The Major Works Day on 10 September was held at the old site, just for a change and the purpose of this was to move some of the trams around to provide room for the eventual arrival of our W2, which will go into revenue service as soon as possible.

The end result of the tramcar shuffle was the transfer of O Break-down Car 141s to A Road, O 957 to open storage, once again, on the East Branch and R1 1971 given under cover storage inside the shed to enable a start to be made on its conversion to a temporary mobile bookshop.

Green Thumbs Day.

The Green Thumbs Day, or tree planting day, was held, as advertised, on Saturday, 17 September, resulting in a number of additional trees being planted alongside the Railway boundary fence and the Highway side fence. This is being carried out to meet the requirements of the Sutherland Shire Council. The trees being planted are all of the type native to the area, as stipulated.

The number of members present on this occasion was rather disappointing and had it not been for the wives and families of some of the members being present to lend a hand with the work, it would have been much worse. There appears to be a view held by some members that such occasions are arranged only for a select few members but this is far from the truth.

Social occasions of this nature are arranged as a means of members getting together and wives and families are invited along to enable them to participate and to perhaps see what their husbands actually do when they are away from their families so often. Perhaps tree planting is not the most interesting part of our activities at the new site but we do not wish to operate our new tramway through a recreation of the Rosebery Sand Sidings. It is desirable that we should be able to operate our museum tramway in pleasant surroundings with plenty of trees, though not as many as at the old site.

We therefore urge members to give some thought to participating in the various activities which are arranged for the benefit of ALL.

Resignation Tendered.

It is with regret that we announce the resignation of Bill Parkinson from the Board of Directors. As our working members will be aware, Bill has spent more time than most of our members in attending Saturday work days and this, as well as his attending Board Meetings and various Committee meetings, has left him little time to devote to his growing family.

Being a Director is an extremely thankless task and Bill has now decided to step down and take a long deserved rest, after five years service and his fellow Directors extend to him their thanks for his past efforts.

It will now be necessary for a member to be appointed to fill the casual vacancy which now exists and the name of the lucky member will be announced in the next SPER NEWS.

Trolley Bus Report.

Dennis O'Brien and Richard Clarke were privileged to be given the opportunity to inspect progress on Trolley Bus 19, which is undergoing restoration at the S.R.A./U.T.A. Apprentice Training College.

Their visit took place on Friday 16 September and Dennis has reported that under the careful guidance of Messrs. Sid Cooper, Fred Graham and Kevin Acres, our Trolley Bus is beginning to look like a bus again, rather than the skeleton which was resurrected from an obscure property at Catherine Fields, back in 1978.

The work carried out so far is as follows:-

- * Top deck removed and useful parts recovered - remainder scrapped
- * All structural members of the framework repaired or replaced on the lower deck.
- * All woodwork associated with the framework replaced.
- * Body cross members replaced and re-manufactured.
- * Front staircase removed and repaired
- * Rear staircase re-manufactured
- * Left and right side rear mudguards rebuilt

- * Left side inner and outer mudguards rebuilt
- * Right side inner mudguards rebuilt
- * Rear Platform completely rebuilt
- * Brackets and hardware manufactured for fitment of top deck
- * Part of top deck floor removed for examination of cross ribs
"metal and wood construction" similar to lower deck crossbearers

When the latter was removed it was found to be in excellent condition.

One of the top decks previously obtained by the Society elsewhere and supplied to the college will be brought into the workshop to be de-skinned and frame sections repaired prior to being refitted to lower section.

Mr. Cooper is hopeful that he will be able to carry out this operation prior to the Christmas break.

The last items required for the complete restoration of the bus to operating condition have been located, after several years of painstaking searching and much disappointment and most of these parts will be supplied to the college. The remainder will be required to be fitted by the Society after the bus has been returned to us.

Travel Section

Yet another Society member has returned from an overseas trip to visit what appears to be one of the major attractions in Britain - the scrap yard of E.H. Way and Sons at Cardiff, Wales.

Following in the footsteps of David Wilson, who visited the exotic East Dock establishment, Richard Clarke visited the popular souvenir shop and returned home after placing an order for two air compressors, one air compressor governor, one dash board assembly, one hand brake cross shaft and one set of pedals (brake and controller). It is expected that these parts will arrive by the end of this year.

Way and Sons' yard is the final resting place for a number of trolley buses which formerly operated services in Cardiff and we were fortunate in being able to obtain the rear bogie assembly from one of these buses as a result of David Wilson's previous visit.

On behalf of the members of the Society, we offer our thanks to Richard for taking the time out of his overseas visit to obtain these much needed items, which had eluded us in our searches throughout Australia.

Acquisition of Melbourne W2.

The exact amount raised through donations by members to the "W2 Fund" now stands at \$2,244.40 and we offer our thanks to those members who contributed to this appeal. However, while this should be sufficient to purchase and transport our W2 to Loftus, a little more (like about \$755.60) would ensure that we have an adequate supply of spare parts on hand. If you happen to have just that amount available, or part thereof, we would appreciate your further donations.

Wayne Armitage has kindly offered to take a trip to Melbourne in November to inspect the W2 cars available for disposal. We should be able to announce details of the car chosen and the estimated date of arrival, shortly afterwards.

Rail Tour.

We are pleased to announce that we will be operating another rail tour, after a break of about a year since our trail-blazing interurban tour last year.

Rail Motors have always been popular vehicles for our tours and so we have again chosen this mode of transport for our next tour, which will operate on Saturday, 29 October. This may well be one of the last opportunities we will have to use CPH rail motors and trailer on a tour, as plans are in hand to dispose of a large number of the motors and all of the trailers by the end of this year. Wollongong will most certainly lose its CPH fleet when the new timetable is introduced on 27 November, with only a few retained for the Unanderra-Moss Vale working on Mondays to Fridays only.

The Richmond line is likely to be the last bastion of the CPH.

Our tour will take us to the Pyrmont wharves, via Darling Harbour, soon to be extensively altered, on to Botany then to the Abattoir branch and Sandown, both of which are likely to lose their passenger services at very short notice. Some interesting diversions will be made along the way and we will conclude the tour with a visit to "our own" Royal National Park line.

The cost of rail tours has escalated markedly in recent years and seems to be the sole profit making function of the S.R.A.. CPH rail motors also have a low seating capacity and therefore, it will be necessary to charge \$16 for Adults and \$8 Concession merely to cover the cost of the tour but in view of the motive power chosen and the destinations involved, we feel that our members will again lend their support. A family concession fare of \$40 will be offered to members ONLY.

Please fill out the enclosed booking form and return it, together with your money and a stamped self-addressed envelope as soon as possible. We feel that you will find this tour most interesting.

Changing Your Address?

Despite repeated appeals to members to notify THE SECRETARY at BOX 103, G.P.O., SYDNEY, 2001, members are continuing to send advice of their change of address to the Sutherland address. This results in a delay of several weeks and could result in your Trolley Wire or other items going astray. Our records have now been transferred to a computer and can be updated easily, as long as you, the Members, co-operate. Please help us to help you. You need only to advise the Secretary and all membership lists will be amended.

All correspondence to THE SECRETARY should be sent to the G.P.O. Sydney address as usual and not to the Sutherland P.O. Box, as recently indicated in TROLLEY WIRE.

Members' Open Day/ Children's Christmas Party.

Once again, we will be holding our annual Members' Day and Children's Christmas Party at the old site on Saturday, 10 December, with a visit from Santa being arranged.

As usual, we ask members to advise either Bob Cowing on 750 0876, David Rawlings on 520 7601, or Dick Jones on (046) 25 6872 of the number of children likely to be attending. This information is necessary to enable us to purchase sufficient ice creams and sweets to hand out. Don't let YOUR child go

without. The information should be provided to any of the three Directors mentioned about 1 December.

Next Meeting.

Members are reminded that the final Social Meeting for 1983 will be held on Friday, 11 November in the Large Hall, Railway Institute, corner Devonshire and Chalmers Streets, Surry Hills (at Devonshire Street exit of Central Electric Station), commencing at or about 7.30 p.m..

All members are urged to attend, as this is an excellent opportunity to find the answers to any questions which you may require answering. The Directors will be in attendance to provide these answers.

The usual gathering will be held at the Journalists' Club after the meeting.

TROLLEY WIRE Meeting.

The meeting advertised in the last issue of SPER NEWS, to discuss several matters in relation to Trolley Wire, was held on Friday, 9 September and resulted in several important decisions being made.

The decision was made to continue producing the magazine in the present format, rather than to reduce the page size. Suffucient feature articles are now in hand to ensure the continuation of the high standard of the magazine and as members will be aware, with several more members having recently come forward to lend a hand with the production of T.W., it is now overtaking the late running which has been experienced in recent years, due to the heavy burden previously borne by Laurie Gordon, with little assistance. Many hands certainly do make light work.

Our membership records have now been computerised, with the result that we are able to obtain printed labels for the magazine, rather than use the slow, cumbersome and messy addressograph, which served us for many years. This is one more facility which will greatly streamline the mailing of the magazine and save the eyesight of the Post Office staff as well.

From the Traffic Manager - News

We've had some beuatiful weather on traffic days over the last couple of months with reasonable loadings, averaging around 330 passengers a day. The school holiday Wednesdays also proved fairly good following upon our issuing of the usual special leaflet.

The figures are:- JULY 1983 - 1615 passengers, 94 trips, 5 Sundays;
AUGUST 1983 - 1766 " , 89 " , 4 " , 1 Wed.

Although these figures are reasonable, we should and really must, do better, so that more of our revenue is put to work in the new tramway construction.

March 1985 is only 17 months away. That is when we want to start running on the new tramway. Another thing to keep in mind is the year 1988. So, we had better start to pull fingers out. "Australia II" and her valiant crew have won the America's Cup after a lot of hard work, surely an example to all of us. How about we SPERANIANS getting our act together.

General Commercial Matters - A request.

Have we any members who are commercial artists? We have quite a number of ideas which need expert assistance particularly for advertising posters both in our bookshop and for publicity. Please contact Peter Kahn, Tel. 498-3820 (Home) or 411-1177 (Work), to lend your willing hands.

On the subject of willing hands, thanks to the efforts especially of Ian Saxon and Ben Parle and his daughter, Alison, our membership records are on computer so that we can get Trolley Wire to you quicker.

From the Bookshop

Broken Hill Tramways Book

Yes, it will be ready soon, any time!

Coming Out Soon

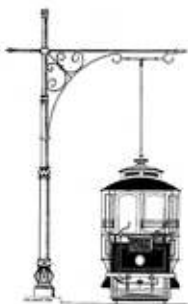
Another tie-bar/lapel badge featuring a Sydney steam tram motor.

A Special Request

We are soon producing a new Guide to the Museum. The only problem (other than lack of finance) is that we have yet to find a top quality colour photo of the scene at Loftus in the vicinity of the platform and depot yard featuring trams and people. Bill Denham is waiting urgently to hear from you.

Getting Around

The Museum has participated in the Annual A.M.R.A. Model Railway Exhibition at the Sydney Showground on 1st, 2nd and 3rd October. We will also be participating in the Centenary celebrations on Orange Grove Public School (Leichhardt), Loftus Community Fete and Engadine Show.



Supplement to TROLLEY WIRE

SPER NEWS

December, 1983.

New Series No.14.

Works Report

(a) New Site.

Due to the heavy expenditure throughout the year on plant hire and concrete in association with construction work at the new site, the money supply has been exhausted temporarily and no further major works have been undertaken since that reported in the October SPER NEWS. This has meant that we have been confined to work associated with the assembly and cleaning of the special work for Roads 1 to 3 and the ladder track, plus any other work which can be carried out manually. It is expected that further major work will recommence early in 1984, when the membership renewals roll in.

The many pieces of special work which comprise the abovementioned trackwork have been reassembled on the concrete slabs and welded together and are a credit to the regular members of our workforce as the completed unit is most impressive.

The installation of wiring, for lighting and power, is progressing well and is well in hand.

(b) Old Site.

Trevor Glenn's track maintenance crew has been making steady progress, carrying out some long overdue maintenance work on various sections of the main line and in the Depot Yard. Visitors to the new and old sites will notice Trevor's growing fleet of ex-railway Gangers' tricycles and trolleys in various stages of completion. These vehicles will prove to be very useful in transporting materials when the main line at the new site is constructed.

Tramcar maintenance continues on Tuesday nights and Saturdays and some work has been carried out on P 1497, with the replacement of some of the badly worn and rotted canvas in the concertina doors.

Off Site Activities.

The Society has taken part in a number of Fetes, Exhibitions and Celebrations in recent months.

In August, buses 1275, 1615 and 2619 formed part of the display of buses at Chullora Bus Workshops to mark the 25th anniversary of the opening of the workshops.

The buses subsequently participated in the Orange Grove (Leichhardt) School Centenary celebrations, Engadine Show and the Loftus Community Fete.

Once again, the Society participated in the Model Railway Exhibition at the Showground on the Labor Day long weekend, 1-3 October, operating a sales stand and display. Our thanks are extended to those members who gave up their weekend to assist in this venture.

Position Vacant.

Following the resignation of Bill Parkinson from the Board of Directors, as announced in the last SPER NEWS, it was decided by the Board to invite members to submit their names to fill the vacancy, rather than to adopt the usual policy of the Board approaching members.

Accordingly, any member who is prepared to fill the vacancy until the Annual General Meeting in June, 1984, is invited to apply for the position. Applicants should ideally be those who have not stood unsuccessfully for election in the past or who have been defeated at an election but this is not essential. However, the applicant must be willing to fill any position on the Board, be over 21 years of age and hold a minimum of two (2) shares.

Applications should be addressed to THE SECRETARY at BOX 103, G.P.O., SYDNEY. 2001 and should reach the Board no later than Friday, 13 January, 1984.

Applications should be accompanied by a brief resume, detailing the member's occupation, length of membership and any qualifications held.

Membership Renewals, 1984.

Membership renewal notices will be posted to all members early in December and members are urged to renew promptly, so as to avoid the necessity to spend money unnecessarily in forwarding reminders at a later stage. Any member who is unfinancial after 1 January, will not be entitled to receive any Society notices or issues of Trolley Wire beyond the December 1983 issue.

The 1984 membership (management) fee has been held at \$30.00 for ordinary members and \$20.00 for full time students and there will not be any levy imposed. However, we will welcome any and all donations and those over two dollars (\$2.00) are tax deductible. There are a number of additional expenses required to be met by the Society during 1984 and every little bit will help. Remember, we have a loan repayment of just over \$6,000 to meet early in 1984.

Also, for the first time, in recognition of the several married couples who are members of the Society, we are offering a special membership rate of \$50.00, which will cover a husband and wife, both of whom must be shareholders. Couples who apply for the combined rate will receive only one copy of Trolley Wire and other Society notices.

Members' Open Day/ Children's Christmas Party

As mentioned in the last issue of SPER NEWS, the abovementioned open day will be held at the old site on Saturday, 10 December.

The Gas barbecue will be in service for lunch about midday and when required for tea. Afternoon tea will be served and drinks and ice creams will be provided for the children.

To assist in the catering, it would be appreciated if members or their wives could bring along a plate of cakes, biscuits, sandwiches, etc., for the afternoon tea and members with children who will be in attendance, should also advise how many children will be coming along, as Santa Claus will again be in attendance and we will need to know how many bags of sweets to prepare and ice creams to supply. Don't let your child miss out. Contact Bob Cowing (750 0876), David Rawlings (520 7601) or Dick Jones (046 25 6872) as soon as possible.

Metropolitan Rail Tour

Once again, we are able to report another successful rail tour, though not as successful as we had hoped, due to lack of support from our own members. The majority of passengers who participated in the tour were non members and friends and/or families of members.

The cost of operating rail tours for a small number of passengers is becoming prohibitive, due to the pricing policies of the S.R.A. and the fact that most of our tours involve unusual working which makes it necessary for additional S.R.A. staff to be employed for the sole purpose of operating our special train. Fares for our tours are always based on an average of 100 passengers travelling, which explains the relatively high cost as compared with tours operated by societies with a large membership.

Running rail tours certainly brings out the gambling streak in those involved and in this instance, the gamble paid off, with a profit of \$216.20 after meeting all expenses. Our thanks are extended to those of our members who supported our tour and those who assisted with its organisation.

Trolley Bus Parts

Following Richard Clarke's recent overseas tour and visit to the yard of W.H.Way and Son, East Dock, Cardiff, the Society has been able to obtain the remaining parts required to return our Kogarah trolley bus No.19 to an operable condition. The following parts recently arrived from the U.K.;

- 2 air brake compressors,
- 1 drivers' instrument panel,
- 1 pair foot pedals and linkages and
- 1 hand brake assembly.

Further reports on the progress of the restoration of No.19 will appear when to hand.

Acquisition of W2--- The Continuing Saga

The W2 fund now stands at \$2,432 and it had been expected that the car would have been able to make a grand entry into service on our Open Day. However, the problem has been finding one of our members with the time and sufficient knowledge of tramcars to travel to Melbourne to select our car.

It now seems that Bill Parkinson will be able to travel down to Melbourne in February, hopefully with sufficient funds to be able to obtain a goodly supply of essential spare parts. Transport will be a major drain on the money so far donated and further donations to the fund (which are tax deductible) would be most welcome, to ensure that we will be able to obtain the required spare parts as well as the tramcar.

Social and Annual General Meetings

The first Social Meeting for 1984 will be held, as usual, at the Railway Institute, corner Chalmers and Devonshire Streets, Surry Hills (at Devonshire Street exit of Central Electric Station) on Friday, 13 January, commencing at or about 7.30 p.m.. It is anticipated that Room 3 will again be available but members attending the meeting should check the notice case it the entrance. We are awaiting confirmation of the dates for the remaining meetings for 1984 and these will be advised in the next SPER NEWS.

Community Employment Program.

Following his appointment to the Board of Directors, upon Michael Balk's leave of absence, Don Campbell proceeded to make enquiries into the then recently announced Community Employment Program, which from first appearance, seemed to be a revival of the Whitlam government's R.E.D. scheme, under which we gained a quantity of rail from the former Auburn Meat Sidings and the A.E.T.M., Adelaide, had their museum's main line laid.

However, after extensive investigation and a great deal of frustration, Don's enquiries disclosed that the C.E.P. scheme, which we had hoped would result in construction of our main line at the new site, was not designed for situations such as ours.

Information required to be supplied when application for the grants is made, would have been extremely difficult to obtain, without first having meticulously examined every aspect of the work to be carried out. It soon became obvious that such information would not have been readily obtainable by a group such as ours, not being used to being in the position of an employer.

In his report to the Board, Don wrote ..." the C.E.P. grant appeared at first sight to be the ultimate solution to the Society's problems. However, upon closer inspection and contemplation, the administration would be quite beyond the capabilities of an amateur organisation."

"While it is with regret that a feeling of optimism has been destroyed, other avenues of assistance are being investigated and hopefully, our plans and aspirations can eventually be fulfilled".

On behalf of the Society, the Board offers its sincere thanks to Don for the time and effort which he took to follow up this matter. Don is now painfully aware of the frustrations of being a Director.

The Year Ahead, 1984. (or "Things To Come")

This past year, 1983, has been one of a little success and a great amount of frustration. We have spent a great deal of time and money on the new site, with not a great amount of visible results. However, we have, in effect, "laid the keel" for the new site and with more physical and financial support from our members during 1984, we may still attain our goal of transferring our traffic operations to the new site by March, 1985.

As pointed out on numerous occasions, the annual management fee of \$30.00 works out at less than 60¢ per week and when all actual Society costs are deducted, for servicing each member, we gain only about \$5 from each member and lose that amount on student members.

The task ahead of us requires an immense financial commitment by the Society before we can commence operating at the new site. We have only a relatively small membership to carry out such a task and although we have done it all before, with fewer members, the old site was built on trial and error, with much of both and over a much longer period of time.

While the Board was given the sanction by the members to impose a \$5.00 levy on the membership renewals, with such amount to be used for capital works at the new site, this was not imposed because of the possibility that some members would be unable to see their way clear to find the extra \$5.00. However, in case you do happen to have a few extra dollars around after Christmas, or at any time throughout the year, please keep YOUR society in mind. We are about the most worthy cause that we can think of!

As we have mentioned in the past, maintenance work at the old site has been only minimal, as most of the efforts of our small work force have been directed towards construction of the new site. With a small membership and even smaller workforce, we cannot afford the luxury of two museum sites but this is something that we cannot avoid at the present time.

With each passing month, it is becoming more obvious that if we do not make the move to the new site in March 1985, we will have to spend more and more time and money in maintaining the old site in a safe operating condition. Time and money are two commodities which we do not have to spare.

Remember, you do not have to be a Director to come up with good ideas of making money, obtaining outside assistance for the Society, or locating sources of additional rail or other materials. We lost several hundred of our sleepers at the new site during the year, as a result of the actions of thieves, which leaves us with less sleepers than we will require for the new main line. We will need a supply of span poles, either wood or steel or concrete and further supplies of rail would help.

There are numerous ways in which you may be of assistance to the Society, without actually working at either site or even putting in an appearance there.

We must face the fact that we have little to offer tourists at the old site and for that reason, there is little purpose in going to great lengths to publicise the museum, if our visitors feel "ripped off" when they see it, regardless of the fact that we do not charge admission to the site and the charge per ride on the trams is minimal. The whole future of the Society is dependant upon our moving to the new site as soon as possible, so that we will be able to exploit the advantages of our longer ride and more modern and planned amenities and surroundings.

We all joined the Museum because of our interest in trams and in keeping them operational for our own enjoyment as well as playing our part in preserving a part of Sydney and Australia's heritage. We are all part owners of the Museum and we all have a responsibility to do our bit to further the aims of the Society.

In the words of the Mighty Kahn (Peter, that is) "let's all pull together" and get the Society moving towards March 1985.

***** THE BOARD OF DIRECTORS WOULD LIKE TO TAKE THIS OPPORTUNITY TO EXTEND TO ALL OF OUR MEMBERS AND THEIR FAMILIES, A VERY MERRY CHRISTMAS AND A MOST HAPPY AND PROSPEROUS NEW YEAR *****

***** TO ALL OF THOSE MEMBERS WHO HAVE ASSISTED THROUGHOUT THE YEAR ON THE WORKFORCE AND ON TRAFFIC AND ON THE MANY OFF-SITE ACTIVITIES, WE EXTEND OUR SPECIAL THANKS.*****

**SOUTH PACIFIC ELECTRIC RAILWAY,
Co-Operative Society Limited,
Box 103, G.P.O. Sydney, 2001.**