

South Pacific Electric Railway

Co-operative Society, Ltd
SYDNEY TRAMWAY MUSEUM, LADY RAWSON AVENUE, LOFTUS NSW
Postal Address: GPO Box 103 Sydney 2001 Telephone: (02) 521 7624 (weekends only)

FEBRUARY, 1985.

SPER NEWS

NEW SERIES No.21.

WORKS REPORT

(a) New Site

Although work slowed down slightly during the Christmas/New Year break, it did not stop completely and some of the components for the three way point were sorted from the pile of parts near the entrance gate and placed in position in preparation for assembly and connection of Roads 1 and 3 to the ladder track. The assembly of these components is now being carried out.

In true Sydney tramway style, the points leading from the ladder track to Roads 1 to 3 have been provided with a timber cover over the rodding between the blades. These points, which have also had one of the wharf point levers installed, are now complete. Our thanks are extended to Derek Butler for the manufacture of the point cover.

The Society is again receiving assistance from the Department of Corrective Services, through the Community Service Order scheme. A number of problems experienced initially under this scheme, where unsuitable persons were provided to assist us, have been satisfactorily resolved and we have recently been provided with tradesmen. One, a boilermaker, has been of great assistance in the construction of the pointwork, under the guidance of Mike Giddey.

On 26 January, a bulldozer was employed for the day clearing the scrub from the future right of way of the main line between Pitt Street and the North Terminus. The purpose of this exercise was to enable further surveying to be undertaken as a prelude to construction of the roadbed. Only a slight rise in the terrain, where the track will pass through a cutting, prevents the North Terminus from being seen from Pitt Street. Some development of the area alongside the main line may commence in the near future. The area between the South Coast railway and Rawson Avenue is owned by the Department of Education, Sutherland Shire Council and the Commonwealth Government and several schemes are proposed.

(b) Old Site

Following the completion of restoration of W2 393, work has now been accelerated on L/P 154, to enable this car to be available for traffic in time to commemorate the 30th anniversary of its acquisition by the then Australian Electric Transport Museum, predecessor of the S.P.E.R., for preservation. The assistance of Bill Parkinson and his crew in this project is undoubtedly welcomed by Vic Solomons and Chris Jacobs, who have carried out most of the restoration to date. It is interesting to note that a photograph of 154, in its original condition as an "F" class car, appears in Vic's book, "Sydney Trams on Postcards", now available from the Bookshop.

Other restoration work has resulted in the replacement of the side gutter rails of R1 1979, which had been affected with dry rot and the painting of the roof of this car and R 1740. 1979 is now back in traffic.

(c) Off Site

Following receipt of a telephone call from the Darling Harbour Re-development Authority on 15 January, it was necessary to make hasty arrangements to hire a semi self-loader to remove a number of items which had been requested and set aside for the Society from the former Darling Harbour Goods Yard. The items were required to be moved by Saturday 19 January.

they retrieved 16 cast iron columns and 8 steel lattice-work trusses, which will be useful for construction of one of the planned buildings at the new site.

The Society also successfully tendered for the two 50kW transformer and rectifier sets from the former Murray Street (Darling Harbour) substation. Collection of these items was arranged rather hastily, in order to beat the demolition contractor to the area. These items were picked up during December and the substation was subsequently demolished only a few days later. We were indeed fortunate in being able to obtain this equipment, which will be used to provide traction power to the new site. Our thanks are extended to those who assisted in this work.

* * * 1985 Meeting Dates * * *

As mentioned in the December issue of SPER NEWS, attendances at the Social Meetings have been very poor recently, despite the large amount of news which is generally conveyed to members in regard to construction work at the new site and future plans, details of which cannot always be printed.

Accordingly, it has been decided to reduce the number of such meetings during 1985. Meetings will therefore be held on the dates published in the December issue, these being:-

Friday, 1 March Social Meeting
Friday, 28 June Annual General Meeting
Friday, 6 September Social Meeting

The abovementioned meetings will be held at the Railway Institute, corner Chalmers and Devonshire Streets, Surry Hills, at Devonshire exit from Central Electric station, commencing at or about 7.30 p.m.. Entertainment will be arranged for all meetings if time permits.

Please come along, as there are many items of interest which will eventuate during the forthcoming year. 1985 is shaping up to be our best year ever and you could be part of it.

NEW MEMBERS

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

(507) Robert H. May (508) William Falkner
(509) William Lacrosse

We trust that your association with the Society will be rewarding and that you will have the opportunity to actively participate in our various activities.

CPH RAIL MOTOR PRESERVATION

As mentioned in previous issues of SPER NEWS, a new preservation group has been established specifically to preserve rail motors, with the ever popular CPH rail motors forming the backbone of the collection.

The new group, known as The Rail Motor Society, was formed at a small meeting of interested parties on 26 October and resulted from the plans of four constituent groups associated with the Combined Railway Preservation Group who sought to pool their rail motor resources.

The Societies involved in the Rail Motor Society are the N.S.W. Rail Transport Museum, the Zig Zag Railway, Australian Railway Historical Society and our own Society and any person wishing to become a member of the R.M.S. must also be a member of one of the four participating Societies. Membership is now open and the annual membership fee is \$5.00, plus a joining fee of \$20.00. Membership forms are now available on application to the Secretary (S.P.E.R.) G.P.O. Box 103, SYDNEY 2001 (please enclosed a stamped self-addressed envelope), or to the Secretary of the Rail Motor Society, Post Office, PATERSON 2421.

The collection of rail motors currently located at Paterson includes CPH Nos. 1, 3, 7, 14, 18 and 19, plus HPC 402.

A General Meeting of the R.M.S. was held at Paterson on Saturday 9 February to discuss proposed rules and constitution, progress toward incorporation, restoration priorities and finance.

Thanks to the action of one of this Society's members, who wishes to remain anonymous, in contributing the purchase price of Rail Motor No.1, which had been allocated to this Society, we were able to participate in this most worthy venture. The popularity of C.P.H. rail motors is such that of all the CPH's in service prior to their untimely and ill-considered withdrawal, it is most unlikely that any will be actually scrapped by the State Rail Authority.

Other organisations which have obtained CPH units for preservation and operation, which are not members of the R.M.S., are Lachlan Valley Railway, Dorrigo Steam Railway and Museum and A.R.H.S. Canberra Division.

ALMOST GONE BUT NOT FORGOTTEN

Since our last report, the majority of the Wollongong rail motors were withdrawn and sent to various locations around Sydney, such as Clyde Yards and the Leightonfield Container Sidings but two still remain on the S.R.A. books. Nos.36 and 37 have been retained for service on the Wollongong-Moss Vale service.

If you are a CPH fan (and who isn't!) one of the most unusual and scenic trips on the S.R.A. system is still available on Sunday to Friday nights. A suggested itinerary is to travel to Wollongong on weekday afternoons on either the 3.18 p.m. Kiama train (usually hauled by a GM 421 class) or the 4.10 p.m. Nowra train (DEB set), then travel by CPH to Moss Vale and return to Sydney by SR38 up Canberra-Monaro Express, due Sydney 9.15 p.m.. Time is generally available for quick photos at Summit Tank and Robertson.

As any mechanical problems with the remaining CPH's could result in their removal and replacement of their trips with a mini-bus (strongly favoured by the S.R.A. Administration), there is little time to waste. The locomotive hauled Sydney-Wollongong-Moss Vale direct services on Saturdays and Sundays will continue to operate, however.

RETIREMENTS

One of the Society's more senior (notice we didn't say older) members, the Reverend John Green, who disappeared into the wilds of Queensland back in the days when Brisbane had trams, recently paid a most welcome visit to the Museum and announced that he had retired.

On behalf of the Society, especially those who were privileged to listen to the recitals by Ken McCarthy on the mammoth pedal organ at the church hall and, of course, the other one in the church played by John, back in the days when he was Rector of the Enmore Anglican Church, where our Social Meetings were once held, we wish John a long and happy retirement. We certainly hope that we will see more of you now, John.

Doug Greenwald, another senior member, also retired last year after many years of service as an Assistant Station Master with the State Rail Authority. Doug has been making up for lost time since finally getting his weekends off duty and has been very active in the workforce at the new site and on traffic duty. He has made himself available on most of our weekday operating days and his efforts in this regard are greatly appreciated by all of us. Best wishes are also extended to you, Doug, for a long and happy retirement.

NO SMOKING

In view of the historical significance of our tramcars and the fact that they are irreplaceable, it was resolved at the October 1984 meeting of the Board of Directors to place a total ban on smoking in all of the Society's tramcars, so as to avoid the possibility of fire damage. There have been cases in the past where the thoughtless actions of smokers have caused damage to our tramcars and as we do not have the resources, or surplus tramcars, to withdraw trams from service to repair unnecessary damage, this course of action was adopted.

Our Museum is one of the few where visitors are not only permitted to handle the exhibits but are allowed to ride on them. Try touching one of the exhibits at a static museum, such as the Powerhouse Museum and see what happens! The ride is not considered to be so lengthy as to cause any distress or inconvenience to even the most heavy smoker, so the decision is not considered unreasonable.

Appropriate signs will shortly be placed in our traffic cars, to advise our visitors accordingly.

ANNUAL MEMBERS' DAY AND CHILDREN'S CHRISTMAS PARTY

The usual Members' Day and Christmas Party was held on Saturday, 8 December and was well attended by members and their children and friends.

Santa Claus was unavoidably delayed and arrived about an hour late but he was nevertheless welcomed by the children who travelled down to South Terminus on 392 to find him waiting at the tram stop.

On arrival at the Depot Yard, Santa and the children were whisked away in double deck bus 2619, where the goodies were distributed and afternoon tea was served by Glynn Rawlings and Denise Jones. Our thanks are extended to them and to all the other ladies, plus Paul McDonald, who provided the goodies.

Thanks are specially extended to Paul McDonald for using his influence to have Santa Claus attend.

The evening was concluded with a few movies provided by Ian Hanson and some very interesting slides of Sydney trams provided by Bill Lacrosse, to whom we also extend thanks.

LOOSE LIPS SINK SHIPS

Once again, the Directors of the Society have been placed in the position where they are forced to air the dirty linen and defend their decisions against a barrage of unfounded gossip and innuendo as a result of their efforts to conduct the affairs of the Society in a correct and efficient manner and to safeguard the interests of the Society and the volunteer tramway museum movement as a whole.

As mentioned in the December issue of SPER NEWS, it was decided by the Crew Training Committee that as a precaution against the possibility of legal action being taken against the Society in the event of one of our Crew Training Instructors being involved in an accident while operating a non-Society tramcar away from our property, our INSTRUCTORS would be required to obtain an indemnity from the operator or operating Society prior to operating such tramcars. This decision was supported by the Board, upon the recommendation of the Committee.

Following the adoption of this policy by the Committee, one of the Committee members, who was also a Driving Instructor and who was present at the meeting concerned, disregarded the direction and operated the Newcastle Tramway Museum's R1 1095 at Port Kembla during the Labor Day Weekend.

As a consequence of his action, the Board, on the recommendation of the Crew Training Committee, suspended the Instructor concerned from acting as an Instructor for a period of three months. Such action by the Board is not normally publicised and is kept confidential between the Committee, the Board and the member concerned, as several of our Drivers, who have previously been suspended for a similar period for other actions will verify. It must be stressed that the Instructor was not "sacked" as alleged by some members.

Once again, as in the case where someone overheard a confidential conversation between a Director and a Member in regard to his personal view on the proposed acquisition of R1 1095, prior to its being offered to and acquired by the Newcastle Tramway Museum, a grossly distorted version of the incident was conveyed to the Instructor concerned, faster than Australia Post, with its industrial problems at the time, could deliver the true version to him from the Board.

Like a snowball, the unofficial version, gathered details as it spread from person to person and obviously, the facts were not permitted to interfere with such a good story. One recent version reported back to the Board was that it (the Board) was contemplating SACKING half of the Society's Drivers!

As previously stated, the intention of the Crew Training Committee's decision was to protect the interests of the Instructors and the Society and the indemnity was not required of Society members who were not Instructors. As some members of the Committee were not in attendance at the meeting at which the decision was made, no action could be taken against any of them who may have operated a tramcar under the circumstances outlined until such time as they were informed of the ruling. One Instructor, a Director, was in this category.

The Board's action in this instance was not, as some suggest, a vendetta against the Instructor concerned, as he is a well respected senior member of the Society. It was also not aimed at the Newcastle Tramway Museum, as the Board has often been criticised by some members for its efforts to assist the N.T.M. wherever possible.

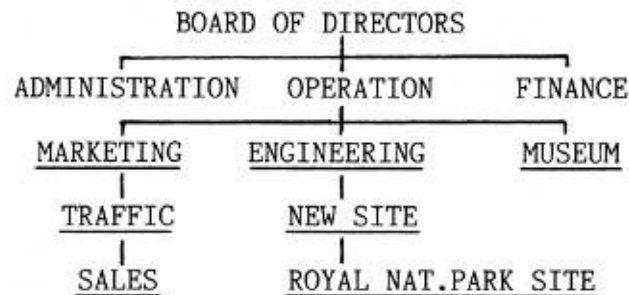
Unfortunately, the persons said to be spreading most of the stories are either non-members, or are members who do not otherwise involve themselves in Society activities. If talk could be converted into action, we would be operating trams at the new site already.

DIRECTORY OF SOCIETY OFFICE BEARERS

Following the Annual General Meeting in June last year, the following list of Society Directors and Office Bearers was to have appeared in SPER NEWS. However, as a number of positions had not been finalised until recently, due to a lack of response from members, this has not been possible until now.

BOARD OF DIRECTORS

Robert W. Cowing (Chairman)
 Trevor C. Glenn
 Howard R. Clark (Financial Director)
 Richard S. Jones (Secretary)
 Peter C. Kahn
 William S. Parkinson
 David H. Rawlings (General Manager)

MANAGEMENT STRUCTUREADMINISTRATION

SECRETARY - Richard S. Jones
PUBLIC RELATIONS MANAGER - Peter C. Kahn
P.R. COMMITTEE CHAIRMAN - Peter C. Kahn

FINANCE

TREASURER - Howard R. Clark
FUND RAISING COMMITTEE CHAIRMAN - Treasurer

OPERATIONS

GENERAL MANAGER - David H. Rawlings
STAFF TRAINING COMMITTEE CHAIRMAN - General Manager
SAFETY COMMITTEE CHAIRMAN - General Manager
SAFETY OFFICER - William M. Denham
ACCIDENT INVESTIGATION COMMITTEE CHAIRMAN - General Manager
FINANCE AND WORKS COMMITTEE CHAIRMAN - General Manager

MARKETING

MARKETING MANAGER - (Position not filled)
TRAFFIC MANAGER - Peter C. Kahn
SALES AND PUBLISHING COMMITTEE CHAIRMAN - Marketing Manager (Position currently being filled by Peter Kahn)

ENGINEERINGNEW SITE

DEVELOPMENT MANAGER - Robert W. Cowing
PLANNING & DEVELOPMENT COMMITTEE CHAIRMAN - General Manager

ROYAL NATIONAL PARK SITE

SITE MAINTENANCE SUPERVISOR - Trevor C. Glenn
TRAMCAR MAINTENANCE SUPERVISOR - William S. Parkinson
WORKSHOPS COMMITTEE CHAIRMAN - Chris Jacobs

MUSEUM

CURATOR - Victor C. Solomons

RESTORATION & PRESERVATION COMMITTEE CHAIRMAN - Victor C. Solomons

ARCHIVES & DISPLAY COMMITTEE CHAIRMAN - Victor C. Solomons

OTHER OFFICERS

MINUTES SECRETARY - Victor C. Solomons

MEMBERSHIP SECRETARY - Bennett J. Parle

CHIEF ENGINEER - Richard C. Clarke

ROSTER CLERK - Bryan Smith

ACCOUNTS PAYABLE OFFICER - Norman L. Chinn

MAIL ORDER OFFICER - Paul E. P. McDonald

COTMA DELEGATE - General Manager

FROM THE GENERAL MANAGER

A Request to Members

As the Society's Directors have a high workload due to New Site development work, it would be appreciated if members would limit telephone calls at home to between 7.0 and 8.30 p.m. and keep these calls as short as possible.

Several Directors have over 30 incoming calls per week. These calls, coupled with any outgoing calls, can mean that there is less time to carry out Society work such as correspondence, finance, etc.. The Directors have other interests, work and families too! Shorter calls mean more time for other members.

Calls at work should also be kept to a minimum as not all employers share our devotion to the Museum. A large volume of incoming calls at work, which are obviously Museum business, are not always appreciated by employers.

We thank you for your co-operation in this matter.

Authorisation Cards

As the December issue of SPER NEWS was delayed due to problems experienced in printing, the deadline for the adjustment of the expiry date (November 1984) has been extended to 31 March. All Drivers, Conductors, Traffic Officers and other authorised crew members are requested to return their Authorisation Cards to The General Manager, P.O. Box 103, SUTHERLAND 2232 as soon as practicable in order that the expiry dates may be adjusted for a further period.

Authorisation Cards which have not been updated by 31 March will not be recognised and the holders' names will be removed from the authorisation list.

FROM THE SECRETARY

Change of Address

For the benefit of our newer members, any alteration to members' addresses should be forwarded as soon as possible to THE SECRETARY, G.P.O. Box 103, SYDNEY 2001. This will enable all Society records and mailing lists to be updated on the computer and avoid unnecessary delay to Society notices, Trolley Wire and SPER NEWS mailouts.

FROM THE GRAPEVINE

A late news item just to hand advised that a stork has begun circling the Hornsby residence of Colin and Cynthia Gilbertson. No doubt we will receive confirmation of this story from the General in due course. Congratulations and best wishes are extended to Col and Cynthia.

KAHN'S KOMMENTS

*** 20 YEARS OF ELECTRIC TRAM OPERATIONS ***

SPECIAL OPEN DAY, SATURDAY, 16 MARCH.

Yes, we're celebrating the occasion, with A SPECIAL PUBLIC OPEN DAY and everyone is invited to join in on the occasion from 10.0 a.m. until 8.0 p.m..

1965

Saturday 13 March heralded the achievement of a living museum when L/P 154, driven by the then Deputy Premier of N.S.W., the Hon. P.D. Hills, made history by being the first electric tramcar to be operated for the public by a volunteer society and inaugurated a new era in electric tramway preservation in Australia. It also proved to our numerous sceptical critics in those days, in both Government departments and the media, that such a thing COULD BE DONE.

Activities planned for Saturday 16 March will all be based on the Royal National Park site with:-

- * Frequent tram rides
- * Screenings of tramway films
- * Band recital
- * Hot food stall (provided by a local Service Club)
- * Free "vintage" bus rides between the North Terminus of the Royal National Park site and the new site under construction at Pitt Street, Loftus, with inspections of the new site.

Of course, the Bookshop will be open.

As this will be a special Open Day open to the public, as distinct from a members' day, free travel will be available only to members, on presentation of their current membership card. All day travel is available to members' relatives and friends by purchasing All Day Tickets at \$2.00 Adult and \$1.00 Child.

Bookshop - New Items in Stock

Marble Paper Weights featuring a steam tram motor, electric trams or underfloor engined bus. Limited stock only.

SYDNEY TRAMS ON POSTCARDS, a new booklet recently published by the Society, featuring a selection of the many old postcards from Vic Solomons' collection, featuring Sydney scenes from the 1900-1940 era. Retail \$4.95.

RAIL MOTORS & XPT'S, a detailed history of the self propelled railcars of the N.S.W. Railways by David Cooke. Retail \$19.95.

FROM CITY TO SUBURB, now on SPECIAL for a limited period at the Museum for personal shoppers only. A detailed history of the first 50 years of Government Bus Services in N.S.W. by Greg Travers. Special Price \$19.95.

Need Some Homework?

Just in case you have some spare time on your hands at home, we have a number of small jobs which members could do, which would be of assistance.

Some examples are (a) placing dust jackets on copies of From City to Suburb and (b) dismantling and repairing our tram stop seats, which have deteriorated due to being placed in outside storage for many years.

If you are able to assist in any way, please phone Peter Kahn at home on 498 3820, or at work on 411 1177.

* * * ANNUAL DINNER * * *

Following the success of the Members' Dinner, which was held last year, after a break of many years, to celebrate the 25th Anniversary of the Incorporation of the Society as a Co-operative Society, it was decided to make the dinner an annual event, though not necessarily to celebrate the anniversary of incorporation. The dinner represents an ideal occasion for members to get together to meet each other and let our families know just what we do in the Society.

This year, the dinner is to be held on SATURDAY, 13 APRIL, which is a little earlier than last year, partly to avoid clashing with School Holidays but mainly due to the availability of the venue. The dinner will once again be held at the Sutherland Shire Masonic Bowling Club, which is located on the southern (Loftus) side of the Cronulla railway line, just after it crosses the old Princes Highway (Rawson Avenue) and almost opposite the proposed North Terminus of our new Museum Tramway, near the old Sutherland Substation.

If coming by car, proceed via President Avenue, then Merton Street, continue under the Cronulla line then turn right into Forest Road, then right again at Eton Street and left along the private road. If coming by train, proceed straight down the old Princes Highway to just beyond the Cronulla line bridge, where you will find a footpath leading to the club alongside one of the bowling greens.

The evening's activities will commence with pre-dinner drinks from 7.0 p.m., followed by dinner at approximately 7.30 p.m.. During the dinner, we will be addressed by Dr. Desmond Kennard, Deputy Director of the Museum of Applied Arts and Sciences, who will speak on development and plans for the MAAS, especially in connection with the Powerhouse Museum. It is anticipated that we will have a short showing of a selection of films and the evening will conclude at about 11.0 p.m.

The cost will be \$20.00 per head, which will cover pre-dinner drinks, dinner and a selection of drinks therewith. Bring your wife, husband, friends, relatives, etc.. Everyone is welcome.

Bookings with payment must be made in advance for catering purposes. Please complete the section below, tear off and send it with your payment to SPER ANNUAL DINNER, G.P.O. Box 103, SYDNEY 2001 by 31st March. Cheques, etc., are to be made payable to S.P.E.R..

Any urgent or last minute enquiries may be directed to Peter Kahn, telephone (home) 498 3820 between 7.0 and 9.0 p.m., or at the Museum on Sundays, telephone 521 7624.

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S.P.E.R. ANNUAL DINNER
G.P.O. Box 103,
SYDNEY. 2001

Date.....

Please reserve places for the Society's ANNUAL DINNER on Saturday, 13 April 1985.

NAME OF PERSON MAKING BOOKING-----

ADDRESS-----postcode-----

TELEPHONE No. (Home)----- (Work)-----

Please turn over.

COMING EVENTS

1985 will see a number of significant events in addition to the 20th Anniversary of Electric Operation.

We intend to celebrate the 35th Anniversary of the preservation of the first tramcar in our collection, L/P 154, in June, with the re-entry of this car to passenger service to mark the occasion.

Other Anniversaries which occur this year are the 24th Anniversary of the last tram in Sydney and the 25th Anniversaries of the last trams to Bondi, Bronte, Watson's Bay, Coogee and Botany.

GROUP VISITS TO THE MUSEUM ON WEEKDAYS

The first Wednesday of each month is set aside for group visits, which must be arranged in advance with the Traffic Manager, Peter Kahn. We are able to cater for groups of up to 150 at a time from schools, welfare and senior citizens organisations, etc..

If you know of any groups which may wish to visit the Museum on these days, please let Peter know, or write to Box 103, G.P.O., SYDNEY, 2001, for the attention of the Traffic Manager.

HERITAGE WEEK

Heritage Week 1985 will be held from 14 to 21 April and the Society will be participating with an additional operating day on Wednesday, 17 April, at the Royal National Park site, with the usual activities between 10.0 a.m. and 5.0. p.m.

ANNUAL GENERAL MEETING - ELECTION OF DIRECTORS

Nominations will be accepted from members desirous of standing for election to the Board of Directors, from 1 April, with the A.G.M. being held on Friday, 28 June.

Members standing for election must be financial and must be over the age of 21 years at the time of the election and must hold at least two shares.

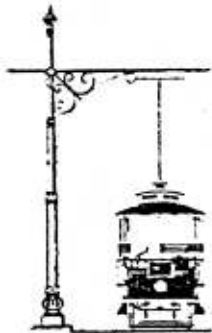
Nomination forms are available on application to the Secretary at G.P.O. Box 103, SYDNEY, 2001, enclosing a stamped self-addressed envelope. Full details will appear in the next issue of SPER NEWS.

The retiring Directors are Howard R. Clarke, Richard S. Jones, Peter C. Kahn and David H. Rawlings.

NAMES OF OTHER PERSONS INCLUDED IN BOOKING

| | |
|-------|-------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

I enclose (cheque, etc.) for the amount of \$----- Signed-----



Supplement to TROLLEY WIRE

South Pacific Electric Railway

Co-operative Society, Ltd
SYDNEY TRAMWAY MUSEUM, LADY RAWSON AVENUE, LOFTUS NSW
Postal Address: GPO Box 103 Sydney 2001 Telephone: (02) 521 7624 (weekends only)

SPER NEWS

APRIL, 1985
NEW SERIES N°22

WORKS REPORT

(a) New Site

Surveying of the right of way between Pitt Street and the old Sutherland substation has now been completed and the levels have been obtained for the future roadbed and the necessary information should be ready for submission to Sutherland Shire Council during mid-April.

Once the expected approval is obtained from Council, we will then be in a position to commence construction, provided the machinery and the man (MEMBER) power is available. While we are hopeful that some assistance will be forthcoming from Council for this task, we will require a major effort from our members, particularly for tracklaying and packing.

The need to move the collection of trolleys which had gathered on No.2 Road inside the shed, to enable the buses to be "shunted" to Roads 1 and 2, resulted in an on the spot decision to connect Road 3 to the three way point on Saturday, 30 March. This involved cutting and fitting the necessary lengths of rail and placing them in position for welding.

It is now possible, for the first time, to operate railed vehicles from the depot yard, right to the end of Road 3. The trolleys are now stabled on Road 3.

Work is nearing completion on the cutting and fitting of rail for the connection of Road 1 to the three way point, also, and this will enable the concreting of the final stage of the three way point.

Future projects required to be undertaken are the moving of the granite blocks and rail stacks and completion of the loading/unloading ramp in readiness for the transfer of further cars from the old site. If you are able to attend work parties, to assist the small number of regular members of the workforce, your efforts will be greatly appreciated. With more assistance, we will see more progress at the new site.

(b) Old Site

The cleanup of the National Park site is progressing, thanks to the efforts of Ben Parle and occasional assistance from other members.

Some work has also been carried out on cleaning up the substation high tension yard and a 50 KVA transformer has recently been delivered to the substation.

Maintenance of the yard and shed lighting is also continuing and the light in the car park has been relocated from the white ant infested pole to a corner of the shed.

We urgently require the services of a member with tree lopping experience, to assist in trimming a dead tree adjacent to the substation yard, which is threatening to eliminate the 600 volt feeder and possibly the roof of O 957, should we have a few strong wind gusts in the near future.

(c) Off Site

Work on the trolley bus (No.19) has again come to a standstill, following the Christmas break at the Apprentice Training College, Chullora and the re-roofing of the College. Work on the project should recommence soon, with the resumption of the work modules.

* * * 1985 Meeting Dates * * *

With the reduction of the number of meetings being held, due to poor attendances, meetings will be held on the following dates for the remainder of this year:-

Friday, 28 June Annual General Meeting

Friday, 6 September Social Meeting

The abovementioned meetings will be held at the Railway Institute, corner Chalmers and Devonshire Streets, Surry Hills, at the Devonshire Street exit of Central Electric station, commencing at or about 7.30 p.m.. The Annual General Meeting will be held in the Large Hall and the Social Meeting downstairs in Room 3.

Entertainment will be arranged, in the form of historic slides or movies and reports on progress past, present and future at the New Site will be presented.

NEW MEMBERS

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

(510) David M. O'Donnell (511) William M. Condon

We trust that your association with the Society will be rewarding and that you will be able to participate in our various activities.

FARE INCREASE

Fares on the Society's tramcars were increased on and from 1 April, with the Adult single ride fare being increased to 80 cents and Child/Pensioner fare to 40 cents.

The Adult and Child All Day ticket remains unaltered at \$2.00 and \$1.00 respectively, in an effort to encourage visitors to stay for three or more rides. The sales of All Day tickets will be monitored to gauge the success of this decision.

TRAFFIC CREW AUTHORISATION CARDS.

There are still a few Authorisation cards which have not yet been returned to the General Manager (Box 103, Post Office, SUTHERLAND 2232) for adjustment of the expiry dates. If your Authorisation Card has not yet been updated, please arrange for it to be forwarded to the General Manager as soon as possible.

* * * ANNUAL GENERAL MEETING - ELECTION OF DIRECTORS * * *

Nominations are now invited from eligible members wishing to stand for election to the Board of Directors at the Society's Annual General Meeting, to be held on Friday, 28 June, 1985, at the Railway Institute, corner Chalmers and Devonshire Streets, Surry Hills.

Any shareholder desirous of standing 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 requirements fully settled at the time of the election.
2. He/she must lodge his/her nomination with The Secretary, G.P.O. Box 103, SYDNEY, 2001, not later than 1.0 p.m. on Wednesday, 22 May, 1985. Such nomination must bear the nominee's 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. Any nomination received after 1.0 p.m. on Wednesday, 22 May, 1985 WILL NOT be accepted.
3. Any member nominated for election, as well as the nominator and seconder, must be at least 21 years of age.
4. The nominee must hold at least two (2) shares and must be prepared to accept any position on the Board, if elected.

Directors retiring in accordance with the Rules of the Society are Messrs. Howard R. Clark, Richard S. Jones, Peter C. Kahn and David H. Rawlings, all of whom offer themselves for re-election.

For the benefit of country and interstate members, who may be unable to attend the Annual General Meeting, provision has been made for Postal Voting. Any member who is eligible to vote and who will be unable to attend the Annual General Meeting, may obtain a postal voting form by making written application to:-

The Returning Officer,
S.P.E.R.,
68 Botany Street,
RANDWICK. 2031

Applications for postal voting forms must be accompanied by a stamped, self-addressed envelope and must be returned to and received by the Returning Officer no later than 1 June, to allow sufficient time for mailing of the ballot paper and the return of same to the Returning Officer, prior to the Annual General Meeting.

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

Richard S. Jones,
HON. SECRETARY.

HATCHES AND MATCHES DEPARTMENT

The eagerly awaited announcement has been received from the General, confirming the rumour that Colin and Cynthia Gilbertson are to be parents later this year. Unfortunately, the information regarding the date of this event is not yet to hand. Stay tuned for further details.

Wayne Armitage made public a well kept secret at the Open Day on Saturday 16 March, when he introduced members to his fiancée, Cathy Morgan.

Wayne and Cathy are to be married on 10 August and on behalf of the Directors and members of the Society, our best wishes are extended to them.

SYDNEY TRAMS ON VIDEOTAPE

About two years ago, while operating his half scale 2 feet gauge trams, member Richard Youl was approached by a gentleman who advised that he had taken 8mm. movies of Sydney trams while they were operating.

A subsequent visit to the gentleman's residence left Richard with his mouth watering, as the movies had been taken from about 1953 until the last day of operation on 25 February, 1961. The movies featured such gems as O/P and O class cars operating as coupled sets, ballast motors at the Rosebery Sand Sidings on the Daceyville line and corridor cars decorated for the Royal Visit of Queen Elizabeth II in November, 1954. P class cars also feature on the films, as well as views of the Balmoral line reserved track.

With modern video equipment in the hands of various members, Richard considered that it would be a viable proposition to produce a tape (in both BETA and VHS formats) of these historic movies and to fill the three hour tape, movies taken by himself and other members would be included, showing glimpses of the Brisbane, Melbourne and Adelaide systems in the early 1960's.

If any members are interested in obtaining a copy of this tape, it is anticipated that when ready, the cost will be approximately \$35.00 plus postage. Only top quality BETA or VHS tapes will be used and the price is very reasonable, when it is considered that the tape will run for three hours.

Enquiries and advance orders may be forwarded to :-

Richard Youl
8 Godolphin Street,
BULLI. 2516

or to the Society's postal address, G.P.O. Box 103, SYDNEY, 2001. It will be necessary to have advance orders for at least ten tapes before going into production. Further details will be announced in the next issue of SPER NEWS.

OPEN DAY - 20TH ANNIVERSARY OF ELECTRIC OPERATIONS

The open day for the 20th anniversary of electric operation of the Society's tramcars for the public was celebrated on Saturday 16 March, in the style of our open days of several years ago, when every movable tramcar was brought out for a lineup on the main line.

Although many of the trams which were used in previous lineups have since been transferred to the new site, the procession of tramcars was nevertheless impressive, and although as yet not fully restored, L/P 154, which was used to open the electrification 20 years previously, led the procession to South terminus.

Peter Kahn's publicity machine was again brought into action prior to the event but unfortunately, the amount of publicity given by the media was disappointing. However, a steady stream of visitors throughout the day made it all worthwhile.

Our longtime supporter, The Hon Milton Morris was invited for the occasion but due to the short notice and other commitments, was unable to attend and sent his best wishes. For the benefit of the younger members, Mr. Morris was formerly Minister for Transport and later Minister for Lands in the previous state Liberal government and was instrumental in obtaining the new site for the Society.

Local State Member Mr. M.L. Keane, M.P., The Hon.P.D. Hills, M.P., who, as Deputy Leader of the State Labor government of the day, performed the opening ceremony and Mr.Robert Tickner, MHR, the local Federal member, were also invited, but only Mr. Tickner was able to attend, after a hurried return from Melbourne just for the occasion.

An interesting discussion was had with Mr.Tickner, who disclosed his interest in our activities and indicated possible support in the future.

35TH ANNIVERSARY OF L/P 154

On 24 July, 1950, L/P 154 was presented to the Australian Electric Traction Association by the Department of Government Transport, to become the first Sydney tramcar to be set aside for preservation by an enthusiast group and the nucleus of our now extensive collection of thirty tramcars and other items of transport interest.

As mentioned previously, L/P 154 also became the first tramcar to operate electrically at the museum in October 1963 and the first tramcar to carry passengers when the electric tramcar operations commenced in March 1965.

In recognition of this and the fact that 154 will be among the next group of tramcars to be moved across to the new site, it is planned to hold an open day on either Saturday 20, or Saturday 27 July this year, by which time, it is hoped that the car will have been restored to its former glory. 154 will then be returned to traffic briefly, then transferred to the new site to enable it to be utilised for the opening of the new site.

Further details of this open day will be announced in the June issue of SPER NEWS.

WORKS PROGRAMME - 1985

At a recent meeting of the New Site Development Committee, the Works Programme for 1985 and beyond was established and priorities determined. This programme is as follows:-

Priority One; Main line from Cross Street Junction to Pitt Street, Down track.
Drain from Railway boundary to Highway south of Railway Square waiting shed site.
Completion of all existing trackwork.

Priority Two; Ducts under Cross Street connecting line.
Shed floor, north-west corner (No.1 Road)
Fences at South end of site.
Fence at north east corner of site, Pitt Street (construction of gate for level crossing).
Water service extension and fire hydrant.
Power supply (traction).
Temporary substation.

Priority Three; Drainage (general).
Troughing in shed.
Substation (permanent), design.
Workshop, design.

In order for this programme to be implimented, much greater member participation will be required in all areas of our activities and members are urged to give careful consideration to giving up some of their time to assist the faithful few hwo have carried the burden to date. More will be achieved in less time if more members assist. It takes at least eight members with rail tongs to move some of our longer lengths of rail comfortably and two per sleeper.

ANNUAL I.L.R.M.S. ENTHUSIASTS' DAY - 1985.

On Saturday 8 June (Queen's Birthday Weekend), the Illawarra Light Railway Museum Society at Albion Park, will again be holding an Enthusiasts' Day, with their 610mm (2ft.) gauge trains made up of a variety of combinations of rolling stock from their collection and hauled by steam, internal combustion and electric locomotives, many of which run only on special occasions.

Demonstrations and rides are planned to commence at 12 noon and there will be a gate admission charge of \$2.00 per head, or \$5.00 per family, which will include all rides. The usual parking and barbecue facilities will be available and refreshments and souvenirs will be on sale.

TRAMS IN THE MOVIES AGAIN

Back in the early 1970's, L/P 154 became an international movie star when it appeared in the Australian movie "CADDIE", which was set in the 1920's around the Balmain area. Actresses Jackie Weaver and Helen Morse were filmed waiting for a tram and travelling in it.

Once again, the Society was called upon to provide trams and the movie this time is "FOR LOVE ALONE", which is currently in production in and around Sydney, with a budget of around \$3 million. The script called for the actors to join a tram for a journey on "the Watsons Bay line" and again at "Circular Quay", with the R1 1979 featured in the former scene and P 1497 in the latter. Appropriate filming angles were used, as well as backdrops and it will be most interesting to view the finished product. The era depicted in this instance is the early 1930's.

The filming took place on Tuesday, 16 April and extended from 6.0 am. until 6.0 p.m.. Doug Greenwald, suitably attired in a specially made uniform of the particular time, did the honours as driver, with some assistance from Bill Parkinson with shunting the tram backward and forward as required for filming. Ben Parle also lent a hand where necessary and was on hand to open the Museum for the film crews.

As well as being involved with the film, the Society also benefited by a special hiring fee for the day, which will help pay a few bills.

UNAUTHORISED ALTERATIONS TO SOCIETY NOTICES

It has been noted that several notices displayed in the traffic office at the old site have been "amended" by some of our members.

Notices are displayed for a particular reason, by properly authorised Society officers and regardless of who the author of the notice is, or how humorous the remarks may be, members are requested to refrain from adding their own un-solicited remarks to official Society notices.

THE RAIL MOTOR SOCIETY

Work is progressing well at Paterson on the track, the rail motors and the fitting out of BR 1395 as a Members' Car.

Our own Rail Motor No.1 is to be lifted shortly and fitted with exchange reconditioned bogies.

In addition to the Rail Motors owned by the four participating societies, Rail Motor Trailer (CTC) No.51 has been purchased as a joint venture by the four societies. Each Society is therefore required to contribute \$125 as its share of the vehicle. As it is intended that our participation in The Rail

Motor Society should not divert money from the Society's funds, we therefore request that any interested members forward donations to the Rail Motor Fund to cover this amount.

Any member who wishes to contribute toward the purchase price of CPH 1 and who has not yet done so, is requested to send donations to the Rail Motor Fund as well. The total amount of the purchase price was contributed by one member, to ensure that No.1 was saved and it was expected that he would be partially reimbursed by other members in due course. Some donations have been received but the member who put up the purchase price is still out of pocket by about \$1,000 and he would no doubt appreciate receiving at least some of this amount back. Can you help??? Unfortunately, donations to the Rail Motor Fund are not in the tax deductible category.

SANITARY SERVICE AT OLD SITE TO END

The old sanitary service (pan toilet) at the old site is to be phased out by 30 June, according to advice received recently from Sutherland Shire Council. In recent years, with the declining demand in the Shire for this service, with sewerage having spread to most areas and septic systems being installed in other areas, the cost to the Society has steadily climbed to its present level of just under \$1,000 per year.

Having been used to portable toilets, with the present ones having been picked up bodily and moved at least three times, it is logical that we should decide upon a portable toilet to replace the existing ones.

The cost of installing a septic system at the old site, in view of the limited life, and many construction problems, cannot be justified, so as from June, we will be hiring a portable toilet, for only a slightly higher charge than the old sanitary service. Hopefully, we should only need to make a convenience of the portable toilet for about three years.

TRAM MUSEUM DISCOVERED

After 20 years of operating trams at the Museum and over 25 years of occupancy at the old site, it would appear that we are finally being noticed, although it would be hard not to notice the car shed at the new site.

In addition to the possibility of assistance being received as a result of the interest being shown in the Museum by Mr. Robert Tickner, Federal member of parliament, as mentioned previously, it is possible that assistance may come from other sources as well.

The Sutherland Shire Pictorial of 20 April carried the following story under the headline "Tourist tram link is mooted".

"Sutherland could be the centre of a novel tourist attraction and Sydney's longest operational tramway if a new plan gains support. The idea is to extend the present small tram museum at Loftus to provide a tourist tram link between the heart of Sutherland and the Royal National Park.

"Its proponent, independent Cr. Allan Andrews said the 3.5km tramway would be a major tourist asset for the Sutherland Shire.

"This would be a wonderful attraction and just the sort of development we need' he said last week.

"Cr. Andrews presented his plan to last Monday night's meeting of Sutherland Council. His idea is to allow trams to operate on the virtually defunct branch railway line from Loftus to the Royal

National Park station.

"The line would be extended north past the new shed being developed for the Sydney Tramway Museum beside the South Coast Railway and into Sutherland. 'I hope we can get a small group together to develop this concept with both the State Rail Authority and the Sydney Tramway Museum', Cr. Andrews said.

"It would make good use of the branch line into the park which now carries only two trains a day and virtually no passengers"

While the same idea was put forward by Mr. Tickner only a few weeks earlier, the concept is not entirely new, as we have suggested this many times previously to the various state and local government authorities. However, we will naturally lend our support to such a proposal.

Another proposal appeared only a day later in the "Leader" newspaper. This involves a proposal by students of the Gynea College of TAFE to create a 1920's style village to complement the Tramway Museum. This would be situated on part of the land located between Pitt Street and the old Sutherland substation, fronting Rawson Avenue (old Princes Highway).

DARLING HARBOUR PEOPLE MOVER

Invitations were extended recently for interested persons or organisations to submit proposals for a "people mover" to convey passengers between Town Hall and the proposed Bi-Centennial Park at Darling Harbour.

The Society's Engineer, Richard Clarke, submitted an expression of interest to The Darling Harbour Authority, giving detailed plans for a tramway to operate over a circular route between the two points.

However, we have since been informed that our proposal was not accepted.

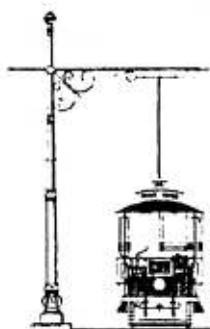
This has perhaps been a blessing in disguise but at least we have "flown the flag" and shown that we are willing to be involved. There is still the matter of The Rocks Tramway proposals to be decided.

LATE NEWS

The open day to commemorate the 35th anniversary of L/P 154 is to be held on Saturday, 27 July, 1985.

On Tuesday, 16 April, member Robert Stack became the proud father of a daughter Lynda Karen. He was, of course, ably assisted by his wife Deanne, who by coincidence became a mother at the same time.

Both Mother and Father came through the ordeal quite well, as did daughter and our congratulations are extended to Bob and Deanne. May they have stacks more.



South Pacific Electric Railway

Co-operative Society, Ltd
SYDNEY TRAMWAY MUSEUM, LADY RAWSON AVENUE, LOFTUS NSW
Postal Address: GPO Box 103 Sydney 2001 Telephone: (02) 521 7624 (weekends only)

SPER NEWS

JUNE, 1985.
NEW SERIES No.23

A SPECIAL REPORT FROM THE GENERAL MANAGER

On Friday, 17 May, the State Government announced a further series of Bicentennial Grants in one of the afternoon newspapers and among them was a grant of \$150,000 to this Society.

While this amount falls short of the \$600,000 for which we applied, to enable our complete withdrawal from the Royal National Park site to be effected, it is nevertheless a highlight of our struggle to relocate. The grant is to be used for the construction of the Workshop/Restoration Building and the traverser which will serve it and Roads 4 to 8 of the main carshed.

The Bicentennial Grants are not handed out frivolously and we can therefore take heart that our efforts and our safe operating record over the past twenty years are finally being recognised.

Full details of the grant and the conditions attached thereto are not yet to hand but this information should be available by the time of the Annual General Meeting. By that time, draft plans and specifications will be available for inspection and comment by members.

In addition to the above, various groups, including the Sutherland Shire Council, have put forward a number of schemes which will both involve and complement the new museum complex. It is hoped that further details in regard to these schemes will also be available in time for the Annual General Meeting.

The Directors sincerely hope that this grant will act as a catalyst to really get the Museum moving again. We also hope that there will be a resurgence of member participation in our activities now that our goal of operations at the new site has taken a giant step forward.

Apart from the receipt of the Bicentennial Grant, we have a few more "irons in the fire" and it may well be that a considerable amount of additional assistance will be forthcoming during 1985.

* * * 1985 MEETING DATES * * *

Meeting dates for the remainder of 1985 are as follows:-

| | |
|---------------------|------------------------|
| Friday, 29 June | Annual General Meeting |
| Friday, 6 September | Social Meeting |

The abovementioned meetings will be held at the Railway Institute, corner Chalmers and Devonshire Streets, Surry Hills, at the Devonshire Street exit of Central Electric Station, commencing at or about 7.30 p.m.,. The A.G.M. will be held in the Large Hall (upstairs) and the Social Meeting in Room 3.

If time permits, entertainment will be arranged after the Annual General Meeting. However, if the various developments mentioned by the General Manager begin to materialise by that time, it may well be a busy meeting.

WORKS REPORTS

(a) New Site

Attendance by members at our work parties has been very low over the past few months and as a result, it has not been possible to carry out many of the major tasks which require between eight and ten members, such as the movement of rails and sleepers for track construction.

Welding of the connection from the three way point to Road 3 has been completed and formwork is being placed in position for concreting from the three way point to Roads 1 to 3, once the connection to Road 1 has been completed.

A load of drainage pipes has been delivered to the site to allow the completion of the stormwater drain. Upon completion of the drainage, we may see an end to the large pools (or small lakes) of water which gather after the now frequent periods of rain.

While every Saturday is a work day at the new site, it is felt that the old arrangement of the Major Works Days on the second Saturday of each month should be reintroduced. With a greater number of members in attendance on these days, we may be able to achieve much more than we have over the past few months.

(b) Old Site

A limited amount of track maintenance is being carried out on the main line and on the pointwork to ensure that it remains in a safe operating condition.

Work is continuing on the restoration of L/P 154. The kick boards have been removed and are being replaced with new timber and work on the exterior body panels is advancing to a stage where painting will be possible very soon.

The trolley poles on W2 392 have been re-tensioned so as to avoid the problem of their dewiring. The Melbourne poles on 392 are much shorter than those on Sydney cars, due to the generally lower trolley wire height in Melbourne and the normal spring tension did not allow for the height of the wire in our depot yard.

The air compressor on Brisbane Drop Centre 295 has been replaced with an overhauled compressor, using the recently overhauled pit jacks. These jacks hold a considerable amount of oil, as Ian Saxon will testify. Ian managed to wear a goodly quantity of it while assisting Bill Parkinson and Richard Youl with the overhaul.

It was necessary to revert to the old motor generator sets recently, following the failure of the silicon diode rectifier on 21 April. The rectifier caught fire as a result of one of the local possums gaining entry and attempting to build a nest therein. Fortunately, the fire was easily extinguished by the Traffic Officer and Chief Engineer, Richard Clarke. The unfortunate possum did not fare as well.

The old M.G. sets managed to supply limited power for traffic operations until Saturday 18 May, when the rebuilt rectifier was re-installed in the sub-station. The rebuilding was carried out by Bill Parkinson and we extend our thanks

to him for getting us back to full power in such a short time. The rebuild was actually so successful that we now have more power than before, this being demonstrated in tests carried out on 18 May.

Thanks are also extended to Glen Killham and Don Sims for the boring but essential duty of substation operator during traffic operations while we were restricted to the M.G. sets. This was required by the new Energy Authority regulations.

Some work has been carried out on the track at the entrance to No.2 road to lift the track but more work must be carried out to prevent lifeshields on some cars from tripping when leaving the shed.

TAX RETURN TIME

As members will be aware, the end of June is the close of the financial year and it is time for income tax returns once more. If you are looking for a few taxation deductions, look no further than your Museum.

All donations over \$2.00 are tax deductible and will be most gratefully received by the Financial Director, either by mail at Box 103, G.P.O. SYDNEY, or in person at the A.G.M..

SYDNEY TRAMS ON VIDEOTAPE

Response to this offer mentioned in the April issue of SPER NEWS has been quite satisfactory and sufficient to warrant production of both Beta and VHS format video tapes. If you have not yet ordered one of these tapes and wish to purchase one, please write direct to Richard Youl.

The price of the tapes has been fixed at \$35.00, including postage and packing. Should any member wish to collect tapes in person, this can be arranged by contacting Richard.

The tape contains approximately 45 minutes of scenes of the Sydney tramway system in colour and includes O, O/P, P, R and R1 class cars, as well as rare footage of a ballast motor at the Rosebery Sand Sidings and shots of the R1 cars decorated for the 1954 Royal Visit.

It should be mentioned that all proceeds from the sale of the tapes will go to the Society to boost our Museum Fund.

If you have ordered a tape, please forward your remittance now, payable to the South Pacific Electric Railway Co-op Society, to :

Richard Youl
8 Godolphin Street,
BULLI. 2516

Tapes will be forwarded as soon as possible after receipt of your order but please allow up to four weeks as it takes up to three hours to make each tape.

WEDDING BELLS

Member Alan Tonks' well kept secret is now out. He recently revealed that he was married on 1 February. He still manages the occasional leave pass to work in the Bookshop on Sundays, however.

Our congratulations are extended to Alan and his wife.

KAHN'S KOMMENTSTraffic Operations

As usual, the Museum will be open and trams will be operating in the August-September school holidays on Wednesday 28 August and Wednesday 4 September. Only the bare minimum traffic staff is available for these days and on 4 September, there is no Bookshop operator rostered. If any member is available either for traffic or bookshop duty on these days, the assistance would be appreciated.

Special Mid-week Operations for Group Visits

For several months, we have been offering mid-week operations during non school holiday periods on the first Wednesday of each month for Schools, senior citizens and other organised groups

The charges on these occasions are \$2.00 Adults and \$1.00 Children, which entitles members of these groups to three tram rides on three different cars.

Prior bookings for these group visits are essential and at least two weeks in advance. If no booking is received for the particular day, the Museum will not be opened. Bookings should be forwarded to The Traffic Manager, Sydney Tramway Museum, Box 103, G.P.O. SYDNEY. 2001, or leave a message on our answering machine at the old site, phone 521 7624, any time. Details of the name and type of organisation, estimated number in group and time of arrival and departure should be provided. Usually, approximately 1½ hours is sufficient time for the tram rides, guided tour of the Museum and purchases from the bookshop.

If members are aware of any groups which may wish to avail themselves of these special operating days, perhaps they could inform them accordingly.

\$pecials from the Bookshop

Christmas is approaching, in case you haven't noticed. Well, it's now only six months away, anyway, so shop early at the bookshop and avoid the rush and avail yourself of our pre-Christmas \$ale.

- * "FROM CITY TO SUBURB" reduced to \$19.95 (add \$5.00 for postage/packing)
- * "TROLLEY WIRE" at up to 50% off marked prices for back issues. Add \$1.00 for every five issues ordered for postage/packing.
- * Packs of 8 Christmas cards featuring N.S.W. railway steam and CPH rail motors, produced by the N.S.W.R.T.M.. Still only \$4.00 plus \$1.00 postage for up to three sets.

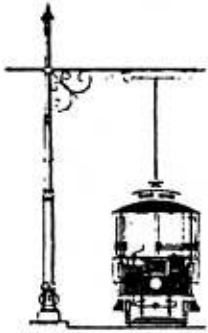
Plus many more. Come along and look around, everyone asked to buy!

30 Years of Tramway Preservation

24 July, 1950 saw the handing over to the Australian Electric Traction Association by Mr. A.A. Shoebridge, Commissioner for Government Transport, N.S.W., of L/P class tramcar 154, for preservation. Thus began a new era in preservation of our transport history and our collection of some thirty electric tramcars from three Australian states. It also set a precedent for other similar ventures in Australia and New Zealand,

In recognition of this event, it is planned to hold a special open day at the National Park site upon completion of restoration of L/P 154 toward the end of September or early October. Further details will be advised in the next issue of SPER NEWS.

Supplement to TROLLEY WIRE



South Pacific Electric Railway

Co-operative Society, Ltd
SYDNEY TRAMWAY MUSEUM, LADY RAWSON AVENUE, LOFTUS NSW
Postal Address: GPO Box 103 Sydney 2001 Telephone: (02) 521 7624 (weekends only)

SPER NEWS

AUGUST 1985

NEW SERIES No.24

AN IMPORTANT MESSAGE FROM THE BOARD OF DIRECTORS.

The question was asked of members in SPER NEWS some time ago, "why did you join the Museum". This was asked as a result of the lack of response by the majority of our members to our requests for greater member participation in our work force. Apart from a few indignant howls from some members who offered any number of reasons why they could not, or would not, lend a hand in building our new museum, there was no noticeable response.

We have continually appealed to members to assist the twenty or so members who are carrying the load for the other 250 but to no avail and our goal of commencing operations at the new site in March 1985 is progressively being pushed further into the future. However, the time has now come for members to either lend a hand, or let the Museum go under.

The following is part of a letter received recently from the National Parks and Wildlife Service:-

"I write in relation to your Association's occupation of premises within Royal National Park at Loftus.

As you are aware, there has been a long standing requirement that those premises be vacated and the site restored to a condition appropriate for a National Park. In 1982, the Minister granted approval to extend, until 30th June, 1986, the association's use of the site.

Although there has been some obvious progress in preparing your new site, there appears to be some doubt as to whether all activities will be transferred to that site before the above date. In addition to transferring the operational functions, there is a substantial amount of work required to remove all the buildings and other facilities from the Park and to make good any damage resulting from the association's occupation.

My letter is to remind you of the above deadline for completion of the above work and to stress that no further extension of time can be anticipated.

I trust you will be able to make the necessary arrangements."

The years of inactivity at the old site, prior to commencement of work at the new site, were enough to frustrate even the most dedicated members but work has been in progress at the new site for several years now. While some comments have been made in regard to the length of time that it has taken to reach the present stage, it is only through the dedication of the small band of

working members, many of whom played a major part in the rebuilding of the tram shed at the National Park site, that we have made any progress at all.

The tram shed at the new site is slightly less than half of the ultimate size and now holds only 14 tramcars. We have 30 in our collection!

Naturally, the Board is taking all necessary action to have the matter of our occupancy of the Royal National Park site satisfactorily resolved, as there is no way that we will be able to vacate the site by 30th June, 1986, without having half of our fleet stored in the open and ceasing operations until such time as we are able to commence limited operations at the new site but we must now really get our act together and get things moving at the new site NOW ! Are YOU sufficiently interested in the Museum to lend a hand with the building of the new site and see the Museum continue. If not, then why DID you join the Museum???

WORKS REPORTS

(a) New Site

A start was recently made on extending the wire boundary fence toward Loftus Junction and this work has now been virtually completed, thanks to Derek Butler and his occasional assistants.

The construction of the diamond crossing, where the triangle curve onto Cross Street crosses the connection to Road 4, is progressing well and the check rails are now being fitted, to complete the task. The crossing is being constructed in situ by Mike Giddey and Wayne Armitage, under the supervision of Bill Denham and is an impressive piece of trackwork.

The "boring" task of drilling holes in the running rails of the curve by hand is progressing slowly, with work on this project being carried out as time permits. On completion of this work, the check rail will be fitted to the inside rail. This is one task which could be completed in one day, with enough members to carry out the work.

More excavating had been carried out in preparation for the laying of the remainder of the drainage system, to rid the site of the large pools of water which always seem to be around. Subject to Council approval, the work could be completed in the next few weeks.

The concreting of Roads 2 and 3 of the depot fan was carried out on August 3, which will make it much easier to move the buses in and out of the shed, once filling of the tracks to the top of the rails is completed.

Three old rail motor bogies were recently purchased from the State Rail Authority, for use as shop bogies in our future workshop. These items were to have been scrapped and quick action was necessary to save them. A scrap charging buggy has also been obtained from Australian Iron and Steel, for eventual use in the workshop.

(b) Old Site

Restoration of L/P 154 is progressing well, with new kick boards having recently been fitted. Invaluable advice on the correct colours and their location on the car has been received from Bill Lacross and the repainting of the exterior of the car will be soon completed, to enable the car to be returned to traffic.

Some lopping of dead tree branches has been carried out by Rover Scouts, under the guidance of David Critchley and supervised by Ben Parle.

A concerted effort is being made to clean up the old site and the wheel and axle sets and other miscellaneous items which previously filled the substation yard were moved to the new site on 3 August, along with parts of the wheel lathe.

Hand brake staffs, coupling bars and N.S.W.G.T. transfers were also located and despatched to Ken McCarthy for use in the restoration of King Street cable trailer 23, which is now at an advanced stage.

* * * NEXT MEETING * * *

The final Social Meeting for 1985 will be held on Friday, September 6 at the Railway Institute, corner Chalmers and Devonshire Streets, Surry Hills, at the Devonshire Street end of Central Electric Station, commencing at or about 7.30 p.m..

There are a number of "irons in the fire", concerning the future development of the Society, which, for various reasons, cannot be reported in SPER NEWS but details of these moves will be announced at the meeting.

To mark the 35th anniversary of the donation of the first Sydney tramcar for preservation (L/P 154) by the Australian Electric Traction Association on 24 July, 1950 and the 30th anniversary of the establishment of the Australian Electric Transport Museum on 1 September, 1955, it is hoped to have a slide show and talk on the history of our Society's origins as entertainment.

ANNUAL GENERAL MEETING

The 1985 Annual General Meeting, which was held on Friday, 29 June, was without incident, as no election was necessary, there being only four nominations received from the four retiring Directors. Messrs. H. Clark, R. Jones, P. Kahn and D. Rawlings were all declared by the Returning Officer, Bill Tuffnell, as being appointed for a further two years.

A report on past, present and future development at the new site was presented by David Rawlings.

APPOINTMENT OF SOCIETY OFFICE BEARERS

In accordance with normal practice, the appointment of Society Office Bearers for the ensuing year was carried out at the July meeting of the Board of Directors. These remain unaltered from last year and are as shown in the Annual Report. The position of Tramcar Maintenance Supervisor, however, is now Tramcar and Vehicles Maintenance Supervisor.

The Board of Directors is as follows:-

| | |
|----------------------|-------------------------------------|
| Robert W. Cowing | Chairman |
| Howard R. Clark | Financial Director |
| Trevor C. Glenn | |
| Richard S. Jones | Honorary Secretary |
| Peter C. Kahn | |
| William S. Parkinson | |
| David H. Rawlings | General Manager and Deputy Chairman |
| Bennet J. Parle | Honorary Life Director |
| Norman L. Chinn | Honorary Life Director |
| Kenneth A. McCarthy | Honorary Life Director |

ADMINISTRATION

| | |
|----------------------------------|-----------------|
| Accounts Payable Officer | N.L. Chinn |
| Archives and Research | V.C. Solomons |
| Chief Engineer | R. C. Clarke |
| COTMA Delegate | D.H. Rawlings |
| Curator | V.C. Solomons |
| Mail Order Officer | P.E.P. McDonald |
| Marketing Manager | P.C. Kahn |
| Membership Secretary | B.J. Parle |
| Minutes Secretary | V.C. Solomons |
| New Site Development Manager | R.W. Cowing |
| Old Site Maintenance Supervisor | T.C. Glenn |
| Public Relations Manager | P.C. Kahn |
| Roster Clerk | B.C. Smith |
| Safety Officer | W.M. Denham |
| Traffic Manager | P.C. Kahn |
| Tramcar and Vehicles Maintenance | W.S. Parkinson |

COMMITTEE CHAIRMEN

| | |
|------------------------------|----------------|
| Accident Investigation | D. H. Rawlings |
| Archives and Display | V.C. Solomons |
| Fund Raising | H.R. Clark |
| Finance and Works | D.H. Rawlings |
| Planning and Development | D.H. Rawlings |
| Public Relations | P.C. Kahn |
| Restoration and Preservation | V.C. Solomons |
| Safety | D.H. Rawlings |
| Sales and Publishing | P.C. Kahn |
| Staff Training | D.H. Rawlings |
| Workshops | C.J. Jacobs |

NEW SITE PLANNING MEETING

A meeting is to be held at the new site on the evening of Friday, 13 September, commencing around 7.30 p.m., to discuss planning and development of the new site and all interested members, who feel that they may be able to contribute something toward the meeting, are welcome to attend.

SYDNEY TRAMS ON VIDEOTAPE

Sales of the Sydney Trams videotape have been exceptionally good and much greater than anticipated. \$20.00 of the sale price of the tapes has been allocated to the Museum and already just over \$1,000 has been paid to the Tramway Museum Fund. It has been decided that this money will go toward the provision of the pit on No.2 Road at the new site.

Our thanks are extended to Richard Youl, who originally proposed the selling of the videotapes and to Bill Parkinson for assisting Richard in the preparation of the master tapes and the duplication of well over 50 tapes.

Should any member still desire to purchase one of these tapes in either Beta or VHS format, please write to Richard Youl at 8 Godolphin Street, BULLI 2516, enclosing cheque or postal order for \$35.00. It is expected that the duplication from the master tape will not be possible much longer, as the quality of the copies will begin to decline as the master tape deteriorates, so don't be disappointed, order your tape now.

DARLING HARBOUR PEOPLE MOVER

As members will be aware, the proposals for conventional tramways or light rail systems to transport visitors to the proposed Darling Harbour

Bicentennial Park complex planned by the state government for 1988 were rejected in favour of a hi-tech monorail system. or line, despite the fact that the cost of the latter was estimated to be in the vicinity of \$40 million, or three times that of the proposal using new light rail surface vehicles.

However, it would appear that the cost difference, together with a considerable amount of opposition to the extremely ugly monorail structures which would decorate the city streets, has caused the government to re-think and rule against the trendies, in favour of a tried and proven and vastly cheaper system. It may well be that Sydney will see a very limited return of a tramway system.

After all, a limited application of street tramways was provided for the Intercolonial Exhibition at the Botanical Gardens back in 1879 and look how successful that became!

KAHN'S KOMMENTS

AUGUST-SEPTEMBER SCHOOL HOLIDAYS

As usual, the Museum will be open and trams will be running on the two Wednesdays of the state school holidays, i.e., 28 August and 4 September, during the usual hours of 10.0 a.m. to 5.0 p.m.. The trams will also operate as usual on Sundays but there will be NO operations on Saturdays.

A special leaflet has again been prepared to publicise these additional operating days and should any member desire to obtain a few copies to display on notice boards, or to distribute, please contact Peter Kahn on the Museum's old site telephone No.521 7624 and leave a message on the answering machine, or call at the Museum any Saturday or Sunday.

WAVERLEY BUS DEPOT 25th ANNIVERSARY

On 29 June, 1959, the Ocean Street tram route was converted to bus operation and Waverley Tram Depot was closed for conversion to a bus depot, with the Bronte Beach and North Bondi lines being transferred to operate from Dowling Street Depot for their final eight months.

Waverley Depot re-opened in 1960 as a bus depot and on 13 July, 1985, the Society participated in the celebrations organised by the Urban Transit Authority to mark the 25th anniversary of the re-opening.

The event was most successful and there is little doubt that our P class car 1497, which was loaned to the U.T.A. and transported to Waverley for the occasion, was the star attraction and our thanks are extended to Vic Solomons for making most of the arrangements associated with the Society's involvement and to Doug Greenwald, who was on hand to supervise the loading, departire, return and unloading of the car at the old site. We also thank Doug for being on hand at Waverley to keep an eye on the car and to control the many people who wanted to jog their memories of the tramway era.

Thanks are also extended to the members who manned our sales stand at the depot, which grossed almost \$1,000. It was unfortunate that stocks of some items ran out, otherwise this amount would have been greater.

1497 was returned to the old site, due to a shortage of traffic cars and was placed back on our tracks on 15 July. After being given a routine check by Bill Parkinson and Richard Youl on Saturday, 20 July, the car was handed back to traffic and now performs much better than before it went away. Perhaps the trip home was as good as a holiday for the sprightly 63 year old 1497.

KAHN'S KOMMENTS (continued)CANBERRA REVISITED

Peter Kahn, Paul McDonald and Don Campbell ventured south again to Canberra for the Malkara School Model Railway and Scale Modellers Exhibition, which was held on 3 and 4 August, where the Society had been invited to mount its usual travelling display and sales stand. A supply of Richard Youl's video tapes was taken along, in addition to the usual books, etc. and the sale of several of these assisted in the final result of \$678.05 being banked.

The opportunity was taken to visit the Canberra Tradesmen's Union Club at Dickson, while in the area, to inspect the growing collection of tramcars.

COMING EVENTS

The museum will be mounting a Sales Stand and Publicity Display at the following locations:-

| | |
|---|-------------------------|
| Springwood Fair, Springwood - | Saturday, 28 September. |
| Marrickville Carnivale Fete - | Sunday, 29 September. |
| A.M.R.A. Model Railway Exhibition, Liverpool - Saturday, Sunday and Monday, 5, 6 and 7 October. | |

It is possible that we will also be participating in the Centenary of Kogarah Municipality celebrations later in October.

If you know of any other events where it may be beneficial for the Society to participate, please phone Peter Kahn on the Museum's number at the old site (521 7624), or write to G.P.O. Box 103, SYDNEY 2001.

35 YEARS AGO

On 24 July, 1950, L/P 154 was assigned to the Australian Electric Traction Association (N.S.W. Division) for preservation and thus became the first complete Sydney tramcar to be set aside for preservation

On 1 September, 1955, The Australian Electric Transport Museum was established, to undertake the preservation of the tramcars which had been given to the A.E.T.A., so as to enable that organisation to concentrate on the advocacy of the retention and modernisation of the Sydney Tramway System. The A.E.T.M. (N.S.W.) was to later become the S.P.E.R..

These two events are to be commemorated shortly, with a special open day at the old site, once the L/P is ready to re-enter service.

NEXT YEAR

1986 could be quite a year, as it marks the 25th Anniversary of the last tram to run in the streets of Sydney on 25 February, 1961. A special Public Open Day will be held to mark this occasion and it is hoped that some publicity, similar to that generated for the 20th Anniversary, will make this a successful occasion for the Society.

USE OF TRAFFIC TRAMCARS

Members are to take note that under no circumstances are any traffic cars to be used for non-traffic purposes, such as transport of materials, rubbish, etc.. It is difficult to find sufficient time and members to carry out restoration and maintenance of our traffic cars and proper treatment of them will minimise the amount of time and work required to keep them in a presentable condition.

CEMETERY BRANCH LINE CLOSURE

Although not associated with tramways, it is felt that members may be interested to know that the last of the railway branch lines serving a public cemetery will close on 14 October, 1985, this being the Sandgate Cemetery branch line of the S.R.A., on the Main Northern line between Broadmeadow and Maitland.

Most Cemetery services ceased in the late 1940's and these included the Rookwood and Woronora branches but Sandgate has managed to survive until now and boasts two services each Sunday. Ride it while you can.

ADDRESSING OF SOCIETY CORRESPONDENCE

Despite regular reminders in SPER NEWS, various items of correspondence are still being directed to the wrong addresses, so the following may assist members and Society officers.

CHANGES OF ADDRESS, GENERAL SOCIETY CORRESPONDENCE AND MEMBERSHIP APPLICATIONS are all handled by the Secretary and these should be addressed to G.P.O. Box 103, SYDNEY 2001.

Any correspondence for Peter Kahn/Traffic Manager, in regard to tram hire should also be addressed to G.P.O. Box 103, SYDNEY, 2001.

Correspondence for the General Manager, Sales and Publishing, Crew Training Committee and Trolley Wire matters should be addressed to P.O. Box 103, SUTHERLAND, 2232.

Any items for inclusion in SPER NEWS, should be addressed to the SECRETARY at G.P.O. Box 103, SYDNEY 2001.

HATCHES AND MATCHES DEPT.

On Saturday, 10 August, several members gathered at Our Lady of the Way church at Sylvania, to witness the marriage of Wayne Armitage to Catherine Morgan. Despite the offer of several of the Society's buses, the bride instead chose to arrive at the church in a vintage Studebaker car.

Wayne and Cathy will be living at Croydon Park and our best wishes are extended to them for the future.

On Monday, 12 August, Colin Rhodes' wife Pip gave birth to a baby daughter, Jessica Elizabeth, at Manly Hospital. Both Mother and daughter are well but we are yet to hear how Col survived. Our congratulations are extended to Col, Pip and family.

Not to be outdone, Colin Gilbertson's wife Cynthia gave birth to a son at the Sydney Adventist Hospital, Wahroonga, on the following day, Tuesday, 13 August. Andrew Colin Gilbertson was outshopped at 2.18 p.m. and immediately despatched to the workshops for weighing. He weighed in at 8lb 12ozs (3975g) and was accepted and issued to traffic at the Hornsby Depot, where he will enter service after being released from the workshops. If successful, this new model may serve as the prototype for a fleet of Gilbertsons. Congratulations!

It may be that our first female tram driver, Fay McCabe, will be out of action for a while later this year, as Bill and Fay are expecting their first child. At the time of writing, information as to the date of the happy event was not to hand. Congratulations to Bill and Fay.

NEW MEMBERS

The Board of Directors, on behalf of the members of the Society, is pleased to welcome the following new members:-

| | |
|-----------------------------|-----------------------|
| 512 Christopher P. Stratton | 513 Kenneth W. Miller |
| 514 Robert G. Aspinall | 515 Daniel J. Finch |

We have pleasure in extending to them a warm welcome to the Society and trust that they will be able to take an active part in all aspects of our operations.

THE PRODIGAL RETURNS

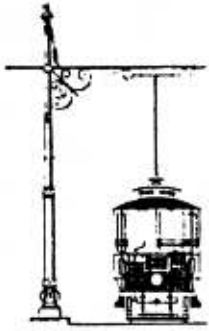
Our spies from across the Tasman have informed us that Bob Casey, former Director and a member of long standing, is soon to return to Australia after living in Christchurch for about two years. It is believed that Bob will be with us again some time during September and we look forward to the opportunity of welcoming him back to our work force.

MOVIE REVIEW

While we are not in the habit of publicising movies (except for those which feature our trams, like "For Love Alone"), the new movie "Malcolm" sounds interesting.

According to a newspaper review, "Malcolm is a comedy about a man fascinated with mechanical devices who loses his job with the tramways when he takes his one-man tram out on the tracks for a joy ride. To survive financially, he takes in two suspicious boarders who involve him in a series of eccentric crimes"

While this is an Australian movie the thought of running one man trams must have sent shock waves through the tramway unions.



South Pacific Electric Railway

Co-operative Society, Ltd
SYDNEY TRAMWAY MUSEUM, LADY RAWSON AVENUE, LOFTUS NSW
Postal Address: GPO Box 103 Sydney 2001 Telephone: (02) 521 7624 (weekends only)

SPER NEWS

OCTOBER 1985

NEW SERIES No.25

WORKS REPORTS

(a) New Site

The majority of work carried out recently has been directed toward the completion of the three way point and this project is now finally nearing the final stage. All check rails have now been fitted to the track connecting Road 1 and all rail joints have been welded. Tie bars have also been welded to the rails and the track has been levelled and formwork erected in preparation for the pouring of concrete, which will complete the job.

The diamond crossing at the intersection of the curved leg of the triangle running down Cross Street and the track leading to Road 4 and the traveller, is virtually complete and the next task will be the concreting of the facing points leading from the future Up line in Tramway Street, to the triangle in Cross Street and the installation of check rails on the triangle.

These projects could be completed by the end of November, which will enable work to progress on the laying of ordinary trackwork throughout the site. With greater assistance from other members, sufficient track could be laid to enable electric trials at the new site to commence by the end of February next year, to coincide with the 25th anniversary of the closure of the Sydney tramway system.

Further work on the drainage system has resulted in most of the pipes being laid and the construction of the sumps. The various open trenches should finally be filled in by the end of November.

Following months of painstaking behind the scenes work and planning, together with negotiations with outside organisations, the Society lodged an application for a Community Employment Program (C.E.P.) grant which, if approved, will result in the construction of our new main line from Pitt Street to Sutherland. The application was backed and recommended by the Sutherland Shire Council. Although the original plan was for Stage 1 of the main line to terminate at the old railway substation, it is now likely that the completion of Stage 1 will see our tramway terminating outside the old Tramway offices in the main street of Sutherland! Our thanks are extended to Dale Budd, David Rawlings and Don Campbell for compiling our submission for the C.E.P. grant.

We also extend thanks to our new site workforce, for their efforts at the site, while on the subject of thanking people. Theirs has, to date, been a thankless task, so our thanks are extended to Wayne Armitage, Mike Giddey, Bill Denham, Bob Cowing, Stuart Keenan, Dick Jones, Derek Butler, Ian Saxon, Richard Clarke and Charlie Bracken, who travelled down from Brisbane to lend a hand. Our apologies to anyone we may have missed.

Members are requested to keep in mind that the second Saturday of each month has again been set aside as a Major Works Day at the new site and we seek the assistance of all available members who are able to attend on these days. With a reasonable attendance, we will be able to achieve more in one day than we usually do in a month. Of course, there is always work to be done on any Saturday at the site.

We are in need of wooden poles of at least 9 metres in length for overhead wiring at the new site and also a substantial quantity of 60-80 lb/yard (30-40 kg/m) rail for use on the new main line and other trackage and if any members are able to direct the Society to a supply of either item, it would be greatly appreciated.

(b) Old Site

Ben Parle is continuing to carry out the ongoing task of keeping the area around the depot yard, car park and side(per-way) yard neat and tidy and to assist him in this task, efforts are being made to move many of the various large items which we have collected over the years and either move them to the new site, or take them to the tip.

Attention was given to the points at the depot junction (Point McCarthy) and major repairs were carried out on 28 September.

Bill Parkinson has been putting the finishing touches to the body restoration of L/P 154 and this has now been virtually completed. Under the tender loving care of Bill LaCrosse, the repainting of the car is well under way and it is beginning to look like a tram again. When originally re-painted in the pre-1933 (or Newcastle) colour scheme, we relied heavily on members' memories in regard to the application of the rather complex colour application to various parts. However, in this instance, with Bill's knowledge and assistance, the colour scheme will be correctly applied. Bill has been ably assisted in the repainting by Doug Greenwald, Bill Parkinson and Vic Solomons and it is expected that 154 will be back in action in time for the annual Members' Open Day on 7 December.

Richard Youl and Bill Parkinson have been busily giving our traffic cars some much needed mechanical attention, which has resulted in the cars now performing exceptionally well. Many minor defects, which had been attributed to the age of the cars, have recently been rectified and Brisbane 180, in particular, is now performing much better. It is pleasing to see new members becoming involved in tramcar maintenance and we would like to thank Daniel Finch for his recent efforts and enthusiasm. Ian Saxon has also ably assisted Bill and Richard in this area.

Santa Claus came early this year and delivered several brand new overhead frog pans to the old site. These were badly needed to replace several pans which had long passed the condemning stage and they were eagerly erected by Richard Youl and his assistants who, at the same time, retensioned and aligned the depot yard wiring which had been causing dewirements for some time. Thanks are extended to all concerned.

We should point out at this stage that although we may be operating at the old site for only a short time longer, we will not be following Sydney tramway practice by carrying out major track relays and concreting the track. Although a reply has been sent to the National Parks and Wildlife Service in regard to our occupancy of the old site, no response has been received to date and this matter is still to be clarified but we have an obligation to comply with the request to vacate the site as soon as possible and everything is being done in this regard.

The old pan toilets have now been demolished, following cessation of the service and a portable type toilet is now located in the substation yard for the benefit of members and visitors.

(c) Off Site

The restoration of King Street cable trailer No.23 is now nearing completion at Warrawong High School, under the guidance of Ken McCarthy. At the beginning of October, hand brake staffs had been installed and repainting of the body had advanced to the stage where lining was being applied and the "New South Wales Tramways" transfers affixed.

A request has been received for the trailer to be featured in the procession which will mark the opening of the electrification of the South Coast railway to Port Kembla, planned for 14/15 December and should this occur, the trailer will no doubt be returned to the New Site for final restoration work, such as the canvassing of the roof.

Our thanks are extended to Ken and all others concerned with this project, which has turned what appeared to be a pile of junk into a valuable and historic representative of Sydney's short lived cable tramway era.

Slowly but surely, our ex-Kogarah trolley bus No.19 is taking shape at the State Rail Authority's Apprentice Training College, Chullora. Dennis O'Brien has been monitoring the progress on this rare vehicle from the outset and has been badgering various people for parts for several years, not only here, but overseas as well. His persistence has paid off for the Society and we now have all of the necessary parts to restore the vehicle completely.

The latest report on progress is best told in Dennis' own words...

"22 into 19? In maths it won't go but in the case of our trolley bus, it does.

"The Apprentice Training College has been busy in the last few weeks on the trolley bus project, with the fitting of the top deck to the existing bottom deck section. The top deck, which was originally fitted to trolley bus No.22, has been rebuilt using parts from Nos.13, 14 and 19 and has been lifted onto the lower deck for a trial fitting. This has revealed a few minor problems and after the necessary adjustments, it will be removed to enable the top deck flooring to be fitted.

"Our 'agents' in New Zealand, Bob Casey and Peter Rendell, have been of great assistance in locating a Power On Indicator, which now completes our collection of the electrical components required for the project.

"The electric motor, which was obtained from Launceston about five years ago, has been re-insulated and now requires the fitting of only one bearing prior to assembly.

"The differential obtained from Cardiff (Wales) will be delivered to the College shortly, for fitting.

"The 'spider', which is the equipment fitted to the roof on which the two trolley bases are mounted, has been cleaned and repaired and will soon be fitted to the top deck. This item was obtained by chance, many years ago, by Laurie Gordon and was originally fitted to No.20.

"On the last night of trolley bus operation, one of our former members acquired a trolley retriever pole and this quite lengthy souvenir was carried home after its previous owner, No.14, was locked away in Ritchie Street Depot for the last time. This item has since been donated to the Society for use on No.19.

"A trolley pole (booms on trolley buses) hook was recently retrieved from the top deck (number unknown) of a trolley bus at Manly Lagoon and after sandblasting and fitting of new leather, it was sent to the College to be fitted

to the top deck when required.

"Our good friends in Tasmania recently came to our assistance by locating some arc chutes, which were required by our Electrical Fitter, for No.19. Unfortunately, when attempts were made to fit them, they were found to be of the wrong type but we extend our thanks to them for their assistance.

"Finally, we would like to thank Messrs. D. Spratt and D. Gately, instructors at the Apprentice Training College, for their valuable assistance to the Society with this project"

Thanks are also due to Dennis for his persistence in the project.

MEMBERS' OPEN DAY AND CHRISTMAS PARTY.

We are breaking our tradition this year, in regard to the date of this annual event, as it will be held this year on 7 December, which is the first Saturday in December. Normally, it is held on the second Saturday.

It was considered that as the Port Kembla rail electrification project is to be opened on 14 December, many of our members would wish to attend that historic event as well, so rather than ask the S.R.A. and State Government to change their date, we changed ours.

This year could well be the last time we will be able to hold this event at the National Park site, so this may be the last opportunity to see some of our seldom seen non-traffic cars in operation.

As usual, Santa Claus will be paying us a visit at about 2.30 p.m. and he will lend the usual ear to their requests for Christmas presents and hand out bags of sweets.

Afternoon tea will be served about 3.0 p.m. and ice creams will be handed out to the children. As usual, we request that members with children who will be attending during the afternoon, advise either David Rawlings, Bob Cowing or Dick Jones of the number concerned, so that we may cater for them. It would also assist catering for afternoon tea, if members attending could bring a plate of cakes, sandwiches, biscuits, etc..

Following afternoon tea, activities will be transferred to the new site, where the gas barbecue will be available from about 5.0 p.m. and the night will end with historic slides and movies.

It is anticipated that activities at the old site will commence at about 1.30 p.m..

NEW MEMBERS

The Board of Directors, on behalf of the members of the Society, is pleased to extend a warm welcome to new member Jeffrey A. Solomon (Member No.516).

We trust that he will be able to actively participate in our many activities and enjoy the ensuing benefits.

AN APOLOGY

We wish to apologise to members for the lateness of the last issue of SPER NEWS, which gave notice of some meetings which were held early in September. Although it was ready for distribution during August, it was intended to post it with August Trolley Wire. However, unexpected printing delays resulted in Trolley Wire not being available until late September.

The proposed registration of SPER NEWS will prevent such delays in future.

C.O.T.M.A. CONFERENCE, ADELAIDE, 1986.

Advice has been received from the Australian Electric Transport Museum (S.A.), operators of the museum at St Kilda and hosts of the 1986 conference of the Council of Tramway Museums of Australasia (COTMA.), that the conference is to be held on Friday, Saturday, Sunday and Monday, 26, 27, 28 and 29 September, 1986.

The venue will be the HILTON ADELAIDE MOTOR INN, Greenhill Road, Adelaide and accommodation will be available at the motel for members desirous of attending the conference and who book early.

The cost of the Conference will be \$280.00 and includes:

- * Accommodation ... D.B.B. lunches.
- * Official Dinner and Social Dinner,
- * Coach Transportation (where necessary),
- * Conference costs...including summary of proceedings, morning teas, etc.,
- * Cost of conference facilities.

Enrolment/Reservation forms will be available upon request from the Secretary, G.P.O. Box 103, SYDNEY.

A deposit of \$20.00 is to be forwarded to the A.E.T.M. with enrolment form as soon as possible and a further payment of \$140.00 will be required by 1 March, 1986, with the balance payable at registration on 26 September, 1986.

OUTSIDE ACTIVITIES

As mentioned in the last SPER NEWS, the Society participated in the Springwood Fair on 28 September and the Marrickville Carnivale Fete on 29 September, by manning a sales stand and publicity display. Unfortunately, financial results from these venues were not good but they were at least successful, as a public relations exercise.

More successful was the annual A.M.R.A. Model Railway Exhibition at Liverpool over the recent Labor Day weekend, 5, 6 and 7 October. At the time of writing, Peter Kahn had not released details of the financial results but from all reports, they appear to have been very good.

While no new books were available for the exhibition, a number of copies of the Sydney Trams video tape were sold and the tape was shown continuously at the display, using equipment provided by Don Campbell.

Our thanks are extended to those of our members who gave up their time to man (or should that be person?) the display and especially to Peter Kahn, Don Campbell, Paul McDonald, Vic Solomons and Bob Cowing for their part in organising things behind the scenes and up front.

COMING EVENTS

The Society has been invited by our friends at the Steam Tram and Railway Preservation Society (Parramatta Park) to participate in the Parramatta Foundation Week celebrations, by operating our buses in conjunction with the steam tram on Saturday and Sunday, 26 and 27 October. This event provides an excellent opportunity for the buses to earn their keep and is usually financially beneficial to both Societies.

Due to low bridges in the Parramatta area, our single deck Leyland Tiger half cab 1275 will be used in the procession through the streets of Parramatta on Saturday 26, rather than our usual double deck buses.

PURCHASE OF TRUCK

The Society is to purchase a small tip truck from our regular earth moving "contractor", Alex Cannini. This vehicle is in reasonable condition and will result in a considerable saving in truck hire while construction work is in progress at the new site.

ACQUISITION OF SPAN POLES

The amount of \$4,000 was recently allocated for the purchase of a number of new span poles (about 20) for the new site electrification work but thanks to information provided by a member, who usually prefers to remain anonymous, we may be able to obtain sufficient good second hand poles from another source, which should yield about 50-60 poles of suitable length.

These poles should become available over the next two to six months, in sufficient time and quantity to keep pace with our electrification programme and it is possible that our plans to have trams running under power at the new site in time for the 25th anniversary of the closure of the Sydney tramways will be realised.

Further details in this regard will be announced later.

We also have other possible sources of poles in the near future.

LATE NEWS FROM THE NEW SITE

For a number of reasons, the concreting of the track on Road 1 was brought forward to Saturday, 12 **October** and this was fortunately completed prior to the rain setting in at about 1.0 p.m..

With the completion of this work, the trackage in front of the shed, Roads 1, 2 and 3, will be filled to rail level and levelled, once the formwork is removed and this will permit easier access to the shed by the buses, until such time as more trams are transferred.

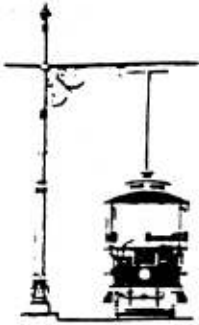
It will also enable the Society to retrieve the Melbourne No.9 trucks, which are underneath the ABV body, for despatch to the Tramway Historical Society, Christchurch, New Zealand, along with other items which had been stored for them.

NEW HOME FOR BRISBANE TRAM

Our friends from THS, Christchurch, have advised that Brisbane Drop Centre car 236, which was obtained by the Wellington Tramway Museum in the late 1960's, has arrived at Ferrymead and will be re-commissioned on 26 October.

This car has been leased to the THS by the Wellington group, who have also leased their Centre Aisle car to MOTAT, Auckland. This decision was prompted by the fact that the Wellington cars operate on 4 foot gauge track and the W.T.M. felt that it was advisable to concentrate on their Wellington cars, rather than to go to the expense of constructing dual gauge track.

Supplement to TROLLEY WIRE



South Pacific Electric Railway

Co-operative Society, Ltd
SYDNEY TRAMWAY MUSEUM, LADY RAWSON AVENUE, LOFTUS NSW
Postal Address: GPO Box 103 Sydney 2001 Telephone: (02) 521 7624 (weekends only)

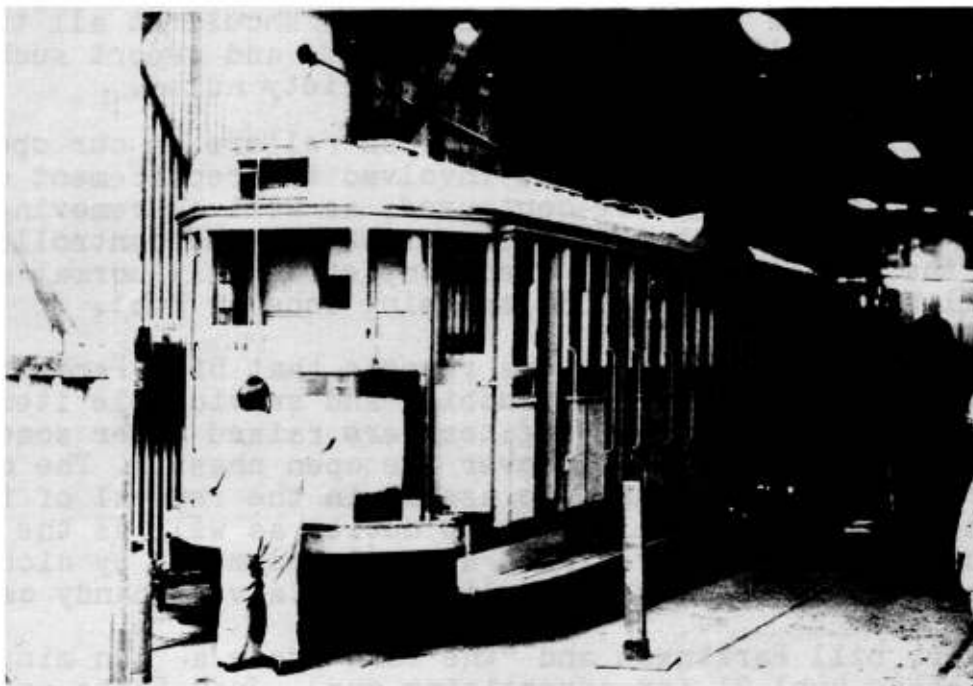
SPER NEWS

7th DECEMBER, 1985.

NEW SERIES No. 26.

SPECIAL MEMBERS' DAY ISSUE

QUARTERLY REVIEW



THE PAINTING OF L/P 154 GETS UNDER WAY
(A RICHARD JONES PHOTOGRAPH)

This Special Issue has been arranged to highlight some of the events and work that has been done during the last quarter. We realise that we have not been able to do as much as we would liked to have done; but with a work-force of fifteen or so men and boys, it is not possible to do all the work required any quicker than has been done. More so when you consider that the fifteen or so workers are split between both sites and some members are only available for a few hours at the most; but at least they do turn up on a regular basis, and a lot more could be done if other members could attend, even if it is only for a few hours.

Members and visitors will have noticed that in recent months, a vast improvement has been made to the appearance of the grasslands and the gravel areas to the immediate south and east of the Royal National Park depot site.

The unenviable cleaning task normally performed by our stalwart Ben Parle on his lonesome, has now been speeded up by the use of modern machinery and the regular welcomed assistance of two community

workers. This has enabled Ben to extend his activities to other areas in addition to his regular check-rail greasing programme. The "sparkling-clean" appearance of the slatted ceiling in Brisbane Dreadnought 180 bears testimony to Ben's efforts.

Richard Youl, with the assistance of young Daniel has progressively serviced the handbrakes on our entire operating fleet including 99u and L/P 154. More work has yet to be done on R car 1740 to free the bugs out of the No.2 end brake-chain. The improvement to the hand-brakes has resulted in some cars being brought to a skidding halt during tests; but Drivers are requested not to "experiment" and are reminded that the hand brake should only be used to (a)secure a car, (b)bring a car to a stand in the case of air-brake failure, or (c)in accordance with instructions as laid out in the Working Orders concerning the operation of hand-brakes and hand-braked cars, so take care Drivers....flat wheels are hard to "remove" and do more damage than just a rattling noise.

Trevor Glenn and Chris Jacobs replaced the point lever base of the southern points in conjunction with adjustment work done to the "out-of-line" point blade that had been reported by Bill Lacrosse. Bill's action in reporting the condition of the blades helped to avoid a possible accident cause and members are reminded that they should at all times keep their eyes open to all possible trouble spots and report such things to the Senior Officer in accordance with our Society rules.

Bob Aspinall has been servicing the controllers on our operating fleet (including our L/P 154). This has involved the replacement of segments and fingers that cannot be re-contoured, as well as removing very large amounts of grease-muck that has accumulated in the controllers over the years. Once the initial task has been completed, only normal maintenance service will be required. A good job being done by Bob!

We forgot to mention in previous reports that Bill Parkinson and a few helpers had removed all the rubbish and serviceable items that had been stored in 99u. The side-gates were raised after some difficulty and metal sheets were lain over the open chassis. The car now sees regular service, being used to assist in the removal of fallen branches along the way, general clean-up duties as well as the shunting of other vehicles, and was even used as a platform car by Richard Hall when he replaced some faulty depot lighting...a very handy car.

In October, Bill Parkinson and "the Lads" made a "ten minute" refurbish of Brisbane 4whl 71 (ex-advertising car). Junk Parts and "Goodies" were removed from the car to safe storage (or disposal) and the car hosed out. A quick decision was made and a Melbourne W2 footboard was fitted and the car made several test-runs over the main line. A bit of "pitching" (similar to the riding of the Sydney K class cars) was experienced; but the car went without fault although the rather cool brisk weather was felt by all. One thing about the car that was terrific....the brakes!....Bill Parkinson brought the car to a grinding halt so fast, that it felt as if the emergencies had been applied. There wasn't any skidding....just a straight-out clamp-stop. More runs were made and Bill Denham sampled the operation of this "new addition to our fleet". An inspection of the car revealed the older fawn colour scheme as well as the old Brisbane 'Blue-colour' used on these cars, some Brill cars and drop-centre cars. A lot of work has to be done to restore 71 to full passenger-operating condition and the car has been ranked behind R car 1740 which is the next car to be repainted after L/P 154 has been painted.

The painting of L/P 154 is progressing at a steady pace. The car has virtually been "C" overhauled (in ex-D.R.T.&T. lingo). Items requiring replacement have been attended to. New slats fitted to footboards (plus two new footboard sections fitted), and new slats fitted

in the saloon sections and to the floor of the Drivers' Cabs. Bill Parkinson had four new brass retaining-lug moulds made for the cross-body tension rods, and Doug Greenwald had the task of fitting them to the car. Bill Parkinson also combined efforts with Richard Youl and together they replaced the damaged lifeshield on No.1 end with one from the spare R'car.

When you see Bill Parkinson, ask him how many light globes we went through in order to find a "good set of lamps" for the L/P; but she glows like a beauty now.

The buzzers were adjusted by Bill Lacrosse who used "sophist-



icated tools"....a grab rail off the L/P and a pair of pliers...nothing like a grab rail (used carefully) to move a plunger-rod gummed up with years of paint!!!!(in the old days we used point-hooks to free jammed plunger-rods).

After the making and pink-primer coating of the new kickboards in September, Chris Jacobs and his helpers fitted the boards onto the car. Bill Parkinson fitted all the metal cover and joint-plates, then... after scraping...sand-papering and dusting down the chassis....Bill Lacrosse (watched by five eager overseers discussing Society Business after having worked hard all-day...it was after 5pm) began to apply the first red primer coat to the 2R1 side chassis 'bridge'. The task of repainting the exterior of the car and Drivers' cabs had begun.

The colour scheme is the oft-called 'drab' colour scheme of 1,2,3 & 5. They being the numbers applied generally to the colours used by the NSWG Tramway Department and not the Suppliers numbers. Bill Lacrosse says there were five combinations of the colours used on the L/P cars and six different colours used in the Drivers' compartments. Three different colours on the Drivers' cab floor (both internally and between

the front apron and the red buffers). Three colours were also used to paint the life-shields, couplers and draw-bars; but 'drab' they were not as anyone who can remember seeing the Newcastle cars when they were fresh out of the paint-shop. Even Newcastle had subtle differences between cars such as the fascia moulding protecting the top of the fascia around the front destination box being picked-out in No.5 as against No.1 on other cars. The Drivers' cab bulkhead shutters being painted No.3(olive) on low-sided cars and 'underseat' colour on the high-sided cars; but even that had variants where No.2 (fawn) and No.3 were mixed to give a yellowy-olive-green colour.

Bill Lacrosse formulated the paints to blend with the original tramway colours as he remembered them to be. The resulting colours differ slightly to some colours that appear on special tramway colour panels. This is not surprising when you consider the fact that there were four different No.1 colours varying between 'killed-white' and 'French Grey'; but Bills' colour sense and memory for the placement of colours is SPOT-ON as proven by the colours that have been revealed when the car was sanded-down. The bright 'Newcastle-red' was evident on the chassis as well as on the bottom front fascia mould above the Drivers' windshield, and the No.1 colour he formulated although slightly different from his colour panel, is identical with the No.1 colour that was later revealed when we removed a grab-rail from the 1L2 side of the car. Bill says that for some reason, the grab-rail missed being removed when the car was painted green and cream by the Tramway Department and that although cars usually retained the grab-rails during normal painting, they were removed during complete strip-down ("A" Overhaul) which to Bill means that the car never received an "A" Overhaul when repainted, just a "B" or a "C". This he feels is understandable when you consider the fact that the car spent most of its later L/P life at Rockdale.

Bill intends to leave the original paints as found under the grab-rail as a memento to the PAST....they're over 50 years old.

During September, Bill Lacrosse had gloss-primed the No.1 end Drivers' cab apron with No.2 and No.3 and the fascia above and along the 2R1 side with No.1, No.3, red, and green. He also fitted new glass and new moulding timbers to the No.1 end destination box (It cost him \$6.50 for a little piece of glass 20"x11"...he says he was stunned by the high cost of the glass and glad he didn't have to replace a window).

By the end of October, Bill Lacrosse assisted by Vic Solomons, Chris Jacobs and Doug Greenwald had progressed the tinted priming and undercoating to a point where it was easy to visualise how the car ends will look when the car is finally finished in January, 1986. Chris had the task of applying the two finish coats of black paint to the trolley poles, hooks and bases and had also applied the first base coat of paint to the car roof, and believe me, that is no easy task. It may only be ten or twelve feet from the ground; but when you are up there...it looks more like forty feet up as anyone who has done that job can tell you. (FACT...when standing on the roof of the car, your eye-level is about 17 feet above rail-level plus that five foot open pit below that). Vic had applied the two coats of S/C paint to the cab canopies...Sorry!, we can't print what "S/C" means; but a clue is that the "C" means colour. Bill and Chris had begun applying the 'under seat' colour to both cab bulkheads whilst Doug had applied four coats of No.2 undercoat to the kickboards that Bill had glossed-primed with tinted No.2 to hide the pink primer. Doug then worked in the pit to paint the lifeshield, gate, coupler and draw-bar at the No.1 end of the car. He also splashed on the red primer to the 1L2 side chassis and buffers and touched up the air hose coupler with the same red primer, giving the No.2 end a nice lift. Bill Parkinson trimmed down the No.1 end cab door during the long weekend holiday period and attended to other problems on the car, and

maintenance on three other cars, as well as work at the new site.

Since the beginning of November, Bill Lacrosse has applied the second coat of 'under seat' colour to the No.2 bulkhead as well as applying two coats of the same colour to cab shutters. Chris has applied the first coats of 'under seat' colour to the No.1 end bulkhead, both controllers and completed the painting of the interior cab aprons that Bill had started.

After sanding down all the metal panels for Bill to paint, Vic Solomons applied the second coat of 'under seat' colour to the No.1



Newcastle L/P 284 at Aberdeen, Jan'62
(Photo taken by Roy Field)

end bulkhead and controller. Richard Jones cheered everyone up during the month when he brought along a 'mock-up' destination roll showing some well known destinations and some not so well known ones. The roll was installed in the No.1 end box of 154 and really brings the car back to life.....What's that you ask????...What sign is showing? Need you ask ?....ROCKDALE...of course!. That was not the only pleasant surprise we received...we also received some photostat copies of abandonment of a tram service; but can't say who until we see if it is alright for us to use his name when we express our thanks. The notices fit nicely in the notice frames; but we will need to use a backing card to highlight them properly.

Meanwhile, back to the thrilling saga of our L/P....Bill Lacrosse has also painted the cab desto boxes with two coats of No.3 and signwritten the car numbers and cab numbers on the box covers in true Tramway style. The switch plates were also picked out in the same white 'colour' as the cab numbers and by Sunday the 23rd November, he had applied the first finish coats of No.1 and No.2 to all the side panels as well as applying the undercoats and two finish coats of No.2 to both cabs' exterior aprons, the primer and first finish coats of No.3 to the side number panels and No.3 to the No.1 end bulkhead, and picked out the grabrail on the side number panel using that black/blue/green No.5.

Bill Parkinson, Bill Lacrosse and Doug Greenwald straightened out the 'banana sagged' draw-bar slide supports on both ends of the L/P, and other cars will be treated like-wise as time permits.

Although it is proposed to highlight the L/P for its 60th birthday on the 26th March, 1986, as well as its 21st year of Museum Opening fame (13/3/65), the car should be available for 'traffic' on our OPEN DAY. Weather permitting, the car will be numbered in Gold Leaf at both ends, the No.3 applied to the No.2 bulkhead and No.1 end finished off. The exterior No.1 and No.2 applied to the Drivers Protection windows, No.3 first finish coat applied to exterior aprons, first finish coat of No.2 applied to the kickboards and cab floors above buffers, and

the refitting of grab rails to the car for safety purposes. It is also hoped to have the first coat applied to the footboards. Any damage to the paint will be restored after Members' Day, when painting of the car is resumed.

Members will be pleased to hear that the Museum has been given a 50 line Ericson Telephone Switchboard. The switchboard was donated to the Museum by one of our newer members, Bill Falkner, and will form a valuable link in our communication system at the new site. We thank Bill for his generous donation. Bills' knowledge of electronics will also assist us in the many valuable projects planned for the future.

October saw a visit from two Newcastle Tramway Museum members. Prior arrangements had been made between Bill Lacrosse and Stan Shorte after Bills' discussion with Committee Members regarding the possibility of having Dave Davidge, the NTM Restoration Manager, come down to Loftus for the purpose of taking measurements and photographs of our L/P 154. Such a visit would assist NTM in the restoration of their L/P 284 and help create a working relationship between our Museums.

Despite the dismal weather, Dave and Alwyn thoroughly enjoyed their visit and wish to express their thanks for the welcome and assistance given to them.

The restoration of the NTM L/P is something unequalled anywhere in Australia. The car was stripped down from the No.1 end right through to the No.2 end. Each cab removed, rebuilt, replaced and the same treatment given to every body panel and seat. The car is receiving an "A" Overhaul (in old NSWG Tramway Lingo)...a complete major rebuild using original L/P parts from other cars where possible and new seat and body timbers for portion unobtainable from available cars, as would be the case if the work had been done in a tramway workshop.

Each seat slat removed, stripped of paint and revarnished for re-installation. Various schools and Institutions have assisted in the work, and such assistance has been appreciated by the NTM.

Further proof of attempts to improve relationships between our Museums was given when we were able to supply Blueprint Drawings for the bogies for the L/P. NTM proposes to fabricate NEW maximum-traction bogies. It would be nice if all the Museums requiring similar bogies could get together and possibly arrange for the fabrication of a dozen or so pairs of bogies. SPER already has the equipment to produce such bogies, and these facilities will be utilised in the new workshop.

Our L/P was also 'lovingly' restored inside the saloons by Chris and Vic and some kind helpers. Beautifully varnished throughout, a credit to the men concerned, every slat also individually treated; but as the car is now being externally painted, the exterior body work and panels (apart from any necessary work to keep the car in a safe operating condition) will not be touched for another five or six years when it will become necessary to replace about eight metal panels and the fascia panel on No.1 end. Then we can straighten up those 'roller-coaster' mouldings, give the car another coat of paint (or coats of paint on the panels replaced) and a coat of varnish etc., to the interior and the car should be good for another ten or twelve years.

Bill Lacrosse has come up with a good idea that will be submitted to the Committee and Board Members for consideration. He proposes that the prison car 948 be restored for operation on the new site. He feels that people will pay to travel on a Prison Tram and even have their photo taken behind bars. He doesn't say if we should use Charlie Chaplin 'arrow' type garb for the photographs or our Australian 'stripe' garb. Bill thinks that apart from a restored prison car operating in the Americas, that our car is the only authentic car left. Does any re-

ader know the locale of the Americas' car?.

To assist Bill Denham in his Driver Training, Bill Lacrosse proposes to build a Drivers' Instruction Panel for use in the Instruction Room. The panel will show a line-drawing diagram of the wiring of a tramcar, the electrical circuit as each notch is cut-in and also Air brake controller operation and a simplified diagram of a hand brake.

Bill hopes to have this done for Bill Denham in time for the new classes to start in February, 1986. The Instruction board will be similar in principle to the one used by the NSWGT; but will show the braking and resistance operation as an added feature.

The transfer of the wheel press and other equipment from the old site to the new site took place in November. Those large containers around the old site were also removed.

Bill Parkinson used 99u to tow the container stowed near the workshop door (we said that that car was handy). When the container was dragged out to the Platform tramstop, Bill dropped 99u back down the main line and back up to No.1 road and once again used the car to pull the container off the main line; BUT....shudders of shudders...the suggestion was made to use L/P 154 as an anchor car to assist 99u. However, Richard Youl assured Bill Lacrosse that the paint-work on 154 would not be damaged, and to prove his point, he put the wire rope into the coupler and secured it there with the coupler pin. Amid many taunts (nice comments) and mock shock-horror at using 154, Bill Parkinson got back into the cab of 99u and with Richard in the cab of 154, the container was easily pulled clear of the main line for the crane to lift.

As soon as the wire rope was removed from 154, Bill Lacrosse tenderly dusted the coupler and draw-bar and apologised for what the "Naughty Men had done". So you see, it is not all hard work, there are light moments; but they don't distract from the work at hand, they just ease the tension and pressure that can build up when things "don't go right" because sufficient help is not to hand.

We are now at the stage where we require additional members to attend the sites on a Saturday. There are many tasks to perform, such as vacuuming the items stored on shelving (and in cars), then listing and packing them into crates for transfer to the New Site... glass and timber tidied-up and cleaned, the transfer of leaf mould to the New Site in order to assist in the build-up of compost and soil for the gardens that will be built there (Howard Clark has already planted many trees there and they need attention to encourage growth), and a general clean-up around the shed floors.

Contact us so that we can arrange for a work-force of ten or twenty men at each site on a specific Saturday Roster where we can allocate tasks to be completed on those days. Don't think that because we report in our Newsletter that "this was done" or "that was done", that the tasks are completed in minutes! It takes one man days to wash a tram; but several men could do the work in a day. Maintenance to body-work and the servicing of cars could be greatly improved if more members attended the sites and helped out. We write that Richard Youl, Bob Aspinall and Bill Parkinson do this or that to the cars...it is only a few lines; but they spend months doing the work that can only be conveyed in a few words. It is only by their good work and efforts that we are able to operate a tram service at all. These men are not on their own, we have a few members who regularly help as we have already stated. We could not operate any cars if the track was not maintained. Even last Sunday we saw an example of team-manship where Bill Denham assisted by Bill Lacrosse and Richard Hall carried out urgent repairs to the points leading from No.4 road to No.2 road. They were

all in uniform for the days' traffic; but still carried out the urgent repairs that were needed to enable the days' traffic to operate.

We know that you have families and commitments; but so do the fifteen or so men who do all the work at present and that does not include the Board Members who give up their evenings or weekends in order to perform the administration of the Society. They would be able to spend more time with their families if a greater number of men and ladies attended when work parties are held. Last Saturday 30/11/85 Howard Clark came down to paint the kickboards of the L/P and put a 2nd coat of red on the chassis, thereby helping Bill Lacrosse. Doug Greenwald returned from holidays in Melbourne; but came in & painted all the grab rails for the L/P. Bill Lacrosse started on the Gold-leaf, was back on the bag on Sunday after helping Bill Denham, and then went on to paint the L/P. Vic Solomons turned up on Sunday afternoon in cover-alls and began painting the L/P's footboards whilst Bill struck trouble with the cold weather...or rather a cold car apron whilst doing the temporary edge around the first layer of Gold-leaf on the No.1 end. Bill then put the first finish coat of No.3 around the same apron in order to give members an idea of what the car will look like when it is finished.

Meanwhile, Vic sacrificed his Sunday evening when he fitted all the grab rails to the car for the Open Day turn-out. It was ten minutes to nine when they finished the work and started to clean up. The rain was pouring down outside, and it was after 9pm by the time they locked up and left. Members are not expected to work all day and night like that...;but they did it in order to prepare the car for traffic on our Open Day. Instead of just attending once a year and spending that time complaining about the lack of progress being made, why not come down on a Saturday and help do the things that you say are not being done. The fifteen or so loyal workers won't walk out because you have come down to help, they'll appreciate the fact that the work (where possible) will be done quicker and that clean working areas will be available to do the many things necessary for the proper running of our Depot areas.

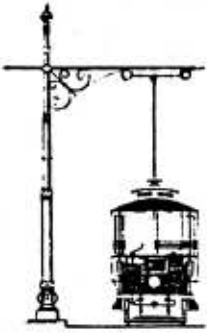
We arrange more "Social Saturdays" where the men and their wives or lady friends can come down to the Depots, do allocated tasks, have a picnic and part as Friends eager to take their turn on the Saturday clean-up Rosters. Even children are eager to help out when shown the encouragement and appreciation.

Our call for more able-bodied men to assist in the track-laying at the New Site has not met much success. Just let us know when you can be available for that necessary task. Should you require transport to get here, we may be able to "pool" our car resources where another member is passing your way. We have Members who travel over 100kms a day to do the work on our sites. One of our members travels from Newcastle when it is his Rostered Traffic Day.

Your monetary donations are appreciated to help us buy the materials we need; but we also need your physical help and assistance.

Don't leave it up to the other member by thinking that we won't need you because the other Member will go down and help us....HE IS THINKING THE SAME THING ABOUT YOU!...so we are left with neither Member turning up and the work never gets done, or if it is done, it is not done for months.

Richard Youl was servicing the controllers on Brisbane car 548, and found the fingers had virtually burnt themselves out of shape in a transfer manner....the metal had arced from one contact to the other in a "U" shape. He also found a lot of wrappers and papers in the compressor box....Gremlins?, suction?, or has our Resident Possums found a new home to nest in?.



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SPER NEWS

DECEMBER, 1985

NEW SERIES No.27.

WORKS REPORTS

(a) New Site

Following the pouring of concrete around the track between the three way point and the entrance to Road 1 at the carshed on Saturday 12 October and subsequent removal of formwork on the following Saturday, all that remained to complete this very lengthy task was the filling of the track to rail level.

This work was completed on 28 October, on which date our regular earthmover, Alex Cannini, returned to move more mountains of earth, clay and sandstone.

The backhoe is steadily eating away at the small mountain which is standing on the site of the Workshop/Restoration building and each visit by this versatile machine sees the site gradually nearing its ultimate appearance.

The ever watchful eyes of Mike Giddey recently focussed on the now disused Pagewood Bus Depot, which has been relocated to Port Botany (No, Pagewood isn't a National Park!), while he was passing by in the line of duty. Knowing from first hand experience of our immediate need for span poles, he noted that there were a number of poles standing disused at the Depot, having been utilised for lighting the area.

A few words to Dick Jones on the following Saturday resulted in a letter being despatched to the Urban Transit Authority and shortly thereafter, we were advised that we could have them, if we were prepared to remove them ourselves. Needless to say, little time was wasted and on Friday, 8 November, the poles were lifted complete from where they stood and removed to the new site, where the first pole was placed in position the following day, Saturday, 9 November, little more than 24 hours after removal from Pagewood.

Thanks to the efforts of Don Campbell in persuading a friend with a post hole digger to drop by, the hole for this and one other pole was dug on 9 November and had it not been for the sandstone beneath the surface being more than a match for the machine, greater progress may have been made.

While no further poles had been erected by early December, the sole pole is now sporting an eyebolt in preparation for its new occupation.

Apart from the 16 wooden poles and one steel pole from Pagewood, we were able to retrieve a number of other useful items which had been made redundant, among these being a large quantity of drain grates, all marked "DGT", which we will find most useful around the new site. These items were transported from Pagewood to the new site on November 30 by Wayne Armitage, ably assisted by Peter Kahn, Tony Cody and Tim Clarke.

On 16 November, a large crane and a semi trailer were hired to transport several large items from the old site, including the large wheel lathe, which is to be installed in the future workshop.

While on hand, the crane was used to lift the ABV van, which stands on Road 1, to permit the removal of the MMTB No.9 (W3) trucks, which are to be shipped to their owner, the Tramway Museum Society at Christchurch, N.Z.. The 21E truck ex-Brisbane scrubber 16, ex Sydney scrubber 137s, ex D car 119 was transported from the old site on the same day and the ABV body was lowered onto this truck and placed back on Road 1.

K car 1296 was also moved from Road 4 to Road 3 on this occasion by hauling it from the shed, lifting it bodily with the crane and pushing it back into the shed with the Matador. This was carried out in readiness for the electric trials at the new site, hopefully in time for the 25th anniversary of the closure of the Sydney tram system, which will be commemorated at the end of February, 1986. Further details of this event will be provided in the next SPER NEWS.

On 23 November, the remaining dirt-floored area between the shed wall and Road 1 was concreted and some concreting was carried out at the points leading from the ladder track to the three way point.

On Saturdays 23 and 30 November, the ladder track was extended approximately 60 metres southward from the Road 4 points, using some of the 94 lb (47 kg/m) rail which, apart from the isolated lengths of 102 lb grooved rail, is the heaviest rail which we have used to date.

The future temporary substation "building", an ex-railway LCL container, is now in position and awaiting the installation of the necessary equipment to supply traction power to the first section of overhead wiring, to be erected soon, to permit electric trials to take place.

As predicted, now that the mammoth task of the three-way point has been accomplished, progress at the new site will be rapid and it is now possible to see what has been achieved at the end of each work day, which is every Saturday. Major works days are held on the second Saturday of every month and every additional member in attendance will see the work progress at a much faster rate. Now is the time for all those members who have been waiting in the wings for the tracklaying to start, to come out of their voluntary retirement, as there is still much to be done.

(b) Old Site

After the extensive report presented as the special November issue of SPER NEWS by Bill Lacrosse, there remains little to report on progress at the old site, as naturally, apart from tramcar maintenance, no progress is planned.

As part of the cleanup of the site, the D scrubber (21E) truck and the Putnam wheel lathe were transferred to the new site on 23 November, as reported previously, along with the metal formwork.

One movement not previously reported was the transfer of the Darling Street counterweight dummy from the old site to the new site. Its previous resting place will be occupied temporarily by the derelict crane truck, until such time as the vehicle is removed from the site.

The cleanup of the site will at least indicate to the National Parks and Wildlife Service that some action is being taken to remove any unnecessary equipment from the area. We are still awaiting a response to our representations to the NPWS for an extension of our occupancy of the site.

Bill Lacrosse has been making excellent progress on the L/P 154 and this has been covered in depth in the November special issue of SPER NEWS. Final coats have been applied on the ends of the car and the gold numbers are being applied by hand.

While it was hoped that the car would be ready for re-entry into service by the Open Day/Christmas Party on 7 December, this was not to be and it was considered best to allow the car to be properly painted at leisure, rather than spoil the good work to date by rushing the job to meet a deadline. Our thanks are extended to Bill and his team, consisting of Vic Solomons, Chris Jacobs, Doug Greenwald, Bill Parkinson (who has also carried out much of the body repair work), Howard Clark and Robert Aspinall (who has assisted Bill Parkinson, Richard Youl and Daniel Finch on the electrical side).

Richard Youl's recent repairs to the depot yard overhead wiring have been greatly appreciated by the traffic staff, as dewirements on entering the yard are now a rarity.

(c) Off Site

Dennis O'Brien has reported that the trolley bus is now being prepared for fitting of the "skin", or external aluminium sheets at the Apprentice Training College but work will soon come to a standstill once again for the Christmas/New Year holidays.

The King Street Cable Trailer No.23 has seen further progress and is to be removed from its resting place for the last two years on 14 December to take part in the "Electrofest" in Wollongong on Sunday 15 December. After the procession, it will be removed to Ian Saxon's property, where final restoration work, such as roof canvassing, will be carried out. Our thanks are extended to Ken McCarthy for all the time and effort which he has poured into this project and also the efforts of the Warrawong High School students, as without their enthusiasm, the car would still be a pile of junk on wheels at the old site.

NEW ROAD VEHICLE

The Society recently took delivery of a small Daihatsu tip truck, which was formerly owned by Alex Cannini, our friendly earth mover. This truck has already commenced earning its keep, transporting materials between our two sites but some repairs have been required to bring it up to condition for registration inspection.

Wayne Armitage has carried out all of the maintenance work so far and has found it necessary to strip down the engine and renew a number of parts.

The cost of the vehicle will easily be recouped in the future, as work at the new site progresses.

ROCKHAMPTON STEAM TRAM RESTORATION

As reported in TROLLEY WIRE some time ago, the Rockhampton City Council has undertaken the task of restoring a Purrey steam tram power car, out of parts located and collected from various areas and sources over the past few years. These cars were operated by Rockhampton Council until the mid 1930's.

Not all of the parts have been located locally and as we experienced with our trolley bus, the search for parts has gone Australia wide.

Our Society has been approached to supply suitable spoked 33" wheels and should these be unavailable from other sources, we have agreed to assist by providing four wheels from one of the dismantled MMTB No.9 trucks.

1986 MEETING DATES AND SOCIAL EVENTS

Subject to confirmation, Social Meetings for 1986 will be held on Friday, 7 March and Friday, 5 September and the Annual General Meeting will be held on Friday, 27 June, at the Railway Institute (Room 3 on all occasions if available), corner Chalmers and Devonshire Streets, Surry Hills, at the Devonshire Street exit of Central Station, commencing at or about 7.30 p.m..

Confirmation of these dates has not yet been received from the Institute but members will be advised of definite dates in the next SPER NEWS.

Full details of meetings and social event dates are as shown hereunder:

Saturday, 22 February; Open Day, 25th Anniversary of last tram.

Friday, 7 March; Social Meeting,

Saturday, 19 April (tentative); Annual Dinner, Sutherland Masonic Club,

Friday, 27 June; Annual General Meeting,

Friday, 5 September; Social Meeting,

Saturday, 13 December; Annual Open Day and Christmas Party.

25TH ANNIVERSARY OF LAST TRAM

The last Sydney tram left the streets of the city on Saturday, 25 February, 1961 and while we normally commemorate this anniversary, 1986 marks the 25th anniversary of this event.

For this reason, we are planning big things to gain publicity for the Museum, the Society and our future plans and it is proposed to hold a special Public Open Day at the old site and to possibly involve the new site as well. This Open Day will be held on Saturday, 22 February and trams will operate from 10.0 a.m. until 8.0 p.m., to take advantage of daylight saving.

As mentioned previously, it is hoped that with additional member participation at the new site between now and 22 February, we will have a temporary section of overhead wiring installed and a power supply functioning, to permit limited electric operations at the site, utilising K car 1296.

This, plus the length of track available for the operation of 1296, will be dependent upon the amount of member participation received. Can YOU help??

HERITAGE WEEK, 1986

To commemorate Heritage Week, 1986, it is proposed to open the Museum every day from Sunday 13 to Sunday 20 April, 1986 and group bookings during this period are welcomed.

It is envisaged that All Day tickets will be issued on the weekdays, at the usual concession fare of \$2.00 adults and \$1.00 children/pensioners.

PORT KEMBLA ELECTRIFICATION OPENING

The long awaited opening of the electrification of the Illawarra railway line to Port Kembla will take place on Sunday, 15 December and although the new timetable will take effect from the first train Sunday morning, the interurban trains will not commence operating until after the arrival of the THREE official trains, trains until that time being 620 class sets, DEB sets and diesel loco hauled trains.

It was expected that the opening would take place on Saturday 14, but perhaps the date really was altered to avoid a clash with our originally planned open day, which we moved to Saturday 7, also to avoid a clash!!

FAREWELL TO CPH RAIL MOTORS

A last minute decision by the S.R.A. management, hastened by the fact that CPH 36 has defective bogies, leaving only CPH 37 to carry on, has resulted in the replacement of the weekday return journeys and one way Saturday and Sunday trips previously operated by CPH rail motors being replaced by road coaches as from Monday, 16 December.

It is anticipated that the last operation of a CPH rail motor by the SRA will be on Sunday, 15 December, departing Port Kembla Loco empty at 5.29 p.m., thence as a passenger train from Port Kembla North to Wollongong, which will form the 5.51 p.m. Wollongong to Moss Vale (due 7.24 p.m.). The rail motor will then return passenger to Wollongong thence to Port Kembla.

However, as there are only 40 seats on CPH 37, it is likely that this trip will be locomotive and cars to cater for the fans who show up to ride the last CPH ! Catch 22 !

The likely last CPH trip will be the 5.34p.m. Friday 13 trip from Wollongong to Moss Vale and the return working 6.45 a.m. Moss Vale to Wollongong Saturday 14.

CPH 37 may remain at Wollongong, or rather Port Kembla Loco, for SRA purposes until it eventually fails but no decision appears to have been made in this regard.

NEW MEMBERS

The Board of Directors, on behalf of the members of the Society, take pleasure in welcoming new member No.516, Peter A. Gardner to the Society.

Peter has already demonstrated his willingness to assist on our workforce, despite the fact that his membership is not effective until 1 January. Thanks Peter, welcome aboard!

PARRAMATTA FOUNDATION WEEK

The Society was recently invited to participate in the Parramatta Foundation Week parade, which was held on Saturday 26 October. Due to the low railway underbridges in the Parramatta City area, our 1937 vintage Leyland Tiger half cab single deck bus 1275 was provided for the occasion.

We were pleasantly surprised several weeks afterwards to receive a banner advising that we were awarded second prize in the procession!

Our thanks to those involved.

CHRISTMAS GIFT SUGGESTIONS

Just received at the bookshop is an updated version of the book written by David Keenan back in the 1970's on the Melbourne Tramways.

This book has been brought up to date with revised text and photos, many of which are in full colour and is written and produced to David's usual high standard. The book is also in the same format as the recent Sydney tramway books, also written by David, "Tramways of Sydney" and "The South Eastern Lines", both of which are available through the bookshop, although supplies of the former are now limited.

The Melbourne Tramways book is priced at around \$12.00. For further information, please enquire at the bookshop (On Sundays, phone (02) 521 7624.)

It is expected that a new Museum Guide Book will be available soon.

1986 MEMBERSHIP FEES

As members will now be aware, there has been no increase in membership fees for 1986. Although the standard membership rate is \$35.00 for the calendar year, the \$5.00 discount for renewals received by the membership Secretary prior to 1 January is applicable.

Of course, any additional donations which may accompany your membership renewal will be gratefully received by Ben Parle. Donations over \$2.00, of course, are tax deductible.

TREE PLANTING AT NEW SITE

For the past few years some tree planting has taken place along the railway and highway boundary fences and this task has been taken over recently by Howard Clark, who, despite giving the now prospering trees his tender loving care, has received little, if any, recognition. To atone for this oversight, we would like to extend our thanks and gratitude to Howard.

NEW SITE WORKFORCE

Throughout the past year, the work at the new site has been carried out by a small group of dedicated workers and to these members, we offer our thanks. Winston Churchill apparently had the problem of so much being done by so few and he came out alright, so perhaps we'll do the same. A few extra names on the attendance sheet would be welcome, however.

Our thanks are extended to Wayne Armitage, Derek Butler, Richard Clarke, Howard Clark, Robert Cowing, Peter Gardner, Richard Jones, Stuart Keenan, Peter Kahn, Barry McDonald, William Parkinson, David Rawlings, Ian Saxon, Victor Solomons, Mike Giddey and William Denham, for their efforts throughout the year. Our apologies to anyone who we may have forgotten to mention.

THE YEAR AHEAD

Once again, another new year is just around the corner and we again look forward to another year of great progress at the new site, with transfer of operations from the old site as our goal, toward the end of the year.

In 1985, we were awarded a Bicentennial Grant of \$150,000 for the erection of our Workshop/Restoration building and we are hopeful of a C.E.P. Grant early in 1986 to finance the construction of our new main line from the new site to Sutherland.

Under the terms of the Bicentennial Grant, the Workshop/Restoration building cannot be completed before 1988 but the C.E.P. Grant could see the main line completed within six months, should our application be successful.

The outcome of the direction by the National Parks and Wildlife Service for us to vacate the old site completely by 30 June, 1986 has yet to be decided but we are hopeful that this matter will be resolved to the satisfaction of both parties.

Regardless of developments in these areas, we will most certainly be much further advanced by this time next year but as stated so many times before, our rate of progress could be considerably accelerated with greater member participation.

Once again, our thanks are extended to our workforce at both the new and old sites and to our traffic staff for their time and effort throughout the year and to these members who carry out other Society work off site. To these members and all other Society members, we extend our best wishes for a Merry Christmas and a happy and prosperous New Year.