

# South Pacific Electric Railway

CO-OPERATIVE SOCIETY LIMITED

**SYDNEY TRAMWAY MUSEUM** PRINCES HIGHWAY, LOFTUS NSW

Postal Address: GPO Box 103 Sydney 2001 Telephone: (02) 521 7624

## SPER NEWS

JANUARY, 1988

NEW SERIES No.40

### WORKS REPORTS

#### (a) New Site

Our big day, Saturday 19 March, is now only a matter of a few weeks away and there is still much to be done to get the site ship shape, despite the unprecedented progress which has been made in recent months. While we have had a very welcome spell of mild weather, rather than the usual heat wave conditions, this Summer, we have also had a high percentage of wet days, usually Saturdays, with the result that despite our best efforts, we are just holding our heads above water, in regard to progress. For this reason, we are appealing to ALL members to come and lend a hand.

The museum is conveniently located next to Loftus Station, for those members without cars and for those with cars, it is quite well situated to most areas. Our regular workforce members come from as far as Wollongong, Campbelltown, Hornsby and Richmond and some even further afield, so distance is no problem if you are really interested in helping.

Work parties are held every Saturday, some Sundays and until the opening, EVERY WEEK DAY, as several dedicated members have taken long service leave, holidays, etc., to ensure that all is in readiness. If you are able to attend on a week day or a Sunday, check with the site manager on 542 3646, to make sure that someone will be there.

Our usual Members' Open Day on 12 December, seemed rather subdued except for the usual visit by Santa Claus, as with so much to be done, the workers remained at their posts, to get that little extra bit done. Had it not been for the efforts of the usual group of members' wives who usually cater for the occasion, it might have almost gone unnoticed. Thanks ladies.

Amongst some of the jobs carried out on members' day, was the erection of the two ornamental span poles at the tramway entrance to the site at the intersection of Tramway Street and Pitt Street, the erection of the base of the Railway Square signal box and the placing of the signal box on top of it, the laying of buffalo grass turf at Lakewood Park and the cleaning of a number of steel span poles, in readiness for painting. Unfortunately, insufficient time was available to clean all of the poles in time for them to be erected and this will have to be done at a later date.

Most of the poles on the site have now been erected and only a few now remain to be erected. Work is well in hand on the installation of the side bracket arms on the poles along the line, in readiness for the erection of overhead wiring during February.

The missing link between the trackwork in the Museum site and the main line has been completed, in preparation for the erection of the overhead wire and a continuous track is now in place as far as the points at the North (Sutherland) terminus. These points are now receiving attention and will be ready for the opening.

The bricklayers return to the site at the end of January to complete the Workshop/Restoration building and Substation building and the railway side wall and the roof should also be completed in mid-February.

The completion of sewerage work on the site is also scheduled for mid-February.

A concentrated effort by the Lakewood Sister City Committee has resulted in the completion of the picnic shelters and tables and the ornamental entrance to the park, which is typical of many inner suburban parks of the early part of this century. This work complements Howard Clark's efforts on the rock garden, which is now well established.

A special treat for Members' Day was the operation of 0 1111 under power, by means of the wandering lead, along portion of Tramway Street. This was the first operation of a tram on Tramway Street, beyond the Depot Junction points. Later that night, PCC 1014 was allowed out for a run, being towed from the depot to the end of the Depot main line at Depot Junction, by 0 1111, due to 1014's healthy appetite for electricity. 1014 was then detached and ran down the grade to the depot yard. The quietness and smoothness of the ride was something to behold.

#### (b) Old Site

L/P 154 was withdrawn from traffic at the end of December, after failing in traffic with compressor trouble. The problem turned out to be a burned out cable and this has since been repaired. Generally, only Brisbane 180 and 548, Melbourne W2 392 and Sydney R 1740 and R1 1979 have been used in traffic lately but the return of 154 and the availability of Brisbane 295, which was locked in by the defective 154, will increase the number of cars available for the last few weeks. It is anticipated that cars 154, 728 and 1740 will be transferred to the new site at the end of February, these cars being required for the opening.

The last day of operation of trams at the old site will be Sunday, 13 March and the honour of being the last car will fall on R1 1979, which will depart the loading platform at about 4.45 p.m.. Once the designated last car has operated, there will be no further operation of passenger carrying tramcars and a stop block will be place on the depot branch at the yard limit sign to prevent any unauthorised tramcar movements. In this way, the last tram will indeed be the last and any further movements will be only for the purpose of transfers to the new site, as required.

#### OPENING DAY AT NEW SITE

The opening ceremony at the new site has been scheduled for 2.0 p.m. and although the Prime Minister, Mr. R.J.L. Hawke, has been invited to open the new Museum, it now seems unlikely that he will be available on the day, due to the uncertainty surrounding the date of the N.S.W. State election, which seems likely to be held on 19 March. Should the Prime Minister be unavailable, the honour will again be bestowed on the Hon. P.D. Hills who, as the then Deputy Premier, opened the old site for electric operation on 16 March, 1965. Mr Hills has been a supporter of our Society for many years and as he will be retiring at the next State election, this may well be his last official act.

Invitations will shortly be sent to official guests and members to attend the opening and the first official tramcar, carrying our specially invited guests, will be F 393, the restoration of which will be completed with the installation of the 22E truck, which has been rebuilt by Bob McKeever.

Full details of the programme for the opening day will be sent to members shortly. Members should note that parking will not be available within the Museum site on the opening day and as parking will be a problem, it is felt that members should consider travelling by train, or parking at Sutherland.

NEW MEMBERS

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

537 : Warwick R. Roberts	538 : Guiseppe Callipari
539 : Penelope I. Griffiths	540 : Nerys Griffiths
541 : Tomos Griffiths	542 : Robert V. Stevenson
543 : Michael J. Kerry	544 : Mary A. Kerry
545 : Peter M. Kerry	546 : Sjoerd F. Tyssen
547 : Graham C. Maynard	

We sincerely hope that they will be able to take an active part in the great future which now lies ahead of us, with the opening of our new Museum.

NEW BOOK

Under the guiding hand of Howard Clark, a new pictorial review of Sydney trams is in preparation. This book, which is being published by Transit Press, will be available in time for the opening of the Museum.

KAHN'S KOMMENTS(a) Annual Dinner

The Society's annual dinner will once again be held at the Sutherland Masonic Bowling Club, on Saturday, 7 May, 1988, commencing at 7.0 p.m., with the actual dinner commencing at 7.30 p.m., and all members and their wives/husbands/friends, etc., are invited to attend.

The club is situated opposite the North (Sutherland) terminus of our new tramway and access by car is via President Avenue, Murton Street, Forest Road, Eton Street, then via the private road to the Club's car park.

The estimated cost per person is \$22 - \$25 and the actual cost will be advised in the next SPER NEWS.

(b) New Site Operating Days

Following the Official Opening of the Museum on Saturday, 19 March, normal operations for the public will commence on Sunday, 20 March, then EVERY DAY until Sunday, 27 March. The Museum will then be open on the following days:-

Wednesday, 30 March	Saturday, 2 April
Sunday, 3 April	Monday, 4 April
Wednesday, 6 April	Sunday, 10 April
Wednesday, 13 April	§ Sunday 17 to Monday 25 April (Incl.)
Wednesday, 27 April, thence every Sunday, Wednesday and public holiday (Good Friday and Christmas Day excepted) or as otherwise advertised,	

Our days of operation will naturally be kept under review and will be adjusted if necessary.

§ Sunday 17 to Sunday 24 April is Heritage Week and Monday 25 is, of course, Anzac Day.

Hours of operation will remain at 10.0 a.m. until 5.0 p.m.

(c) Fares Please

As a departure from our normal practice of charging for individual rides at the old site, with the option of an all day ticket, all visitors will be required to purchase an all inclusive ticket at \$5.00 Adults and \$2.50 Children or Pensioners, covering admission to the display area inside the main building and unlimited tram rides.

In the interests of safety, visitors will be encouraged to purchase tickets prior to joining the tramcars at the Museum end of the line, so as to allow the Conductor to devote his attention to ensuring the safety of passengers while the tram is in motion. Conductors will issue tickets at the North terminus.

New tickets are being printed, with the Child/Pensioner ticket bearing a face value of 1d (One Penny) and the Adult ticket 2d (Two Pence). These tickets will each be in four different colours, i.e., blue, green, pink and salmon. These different colour series will be rotated each operating day.

A white 3d (Three Pence) ticket will be issued for group concessions, such as coach tours and a 4d (Four Pence) ticket printed in red on buff paper will be available for issue at the discretion of Traffic Officers, to members of kindred Museums, upon request and upon production of suitable identification.

(d) New Uniform (?)

The idea of a new uniform has been brought up several times in the past and now is your last chance for suggestions as to a new uniform, or retention of the old one. Remember that all new items are to be bought and paid for by each member of the traffic staff.

One proposal is that we have a narrower tie, in brown, which will cost \$6.00, or \$9.50 if required made up with a neck loop.

Another proposal is for a lighter coloured shirt, such as yellow.

If you have any thoughts on this matter, please contact Peter Kahn at the old site on 521 7624, or write to Box 103, G.P.O. SYDNEY. 2001

(e) Sydney Tramway Memories II Videotape

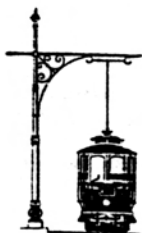
Dale Budd has now completed production of the second videotape in the Sydney Tramway Memories series and this is now available at the special price of \$42.50, including postage, until 31 March. Thereafter, the price will be \$45.00 plus \$2.00 postage and packing.

The new tape runs for approximately 72 minutes and includes old silent black and white footage of the early 1920's from "Sydney's Wonderful Tramway System", plus some of Jim Powe's colour footage of areas of the Sydney system in the final years. A leaflet will be included in the next issue of Trolley Wire and posted to purchasers of the previous tape.

(f) North Sydney Book

David Keenan's new book, "The North Sydney Lines of the Sydney Tramway System", is now available from the bookshop for \$19.95, plus \$3.00 postage and packing.





Supplement to TROLLEY WIRE

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## SPER NEWS

MARCH, 1988

NEW SERIES No.41

### WORKS REPORTS

#### (a) New Site

After quite a few years of blood, sweat and tears and many anxious moments, the opening of the new Sydney Tramway Museum occurred as planned on Saturday, 19 March but without the media coverage which we had hoped for to publicise our new venture. Despite the Government's delay in announcing the date of the N.S.W. State election we all knew that it would be 19 March and as a result, the newspapers and T.V. were all otherwise engaged on the day, as were several of the V.I.P's who were invited to attend the opening.

Even the weather seemed to be against us, as the rain started to fall on the evening of Friday, 18 and continued through to Saturday morning. Fortunately, someone up there must like us, as the clouds disappeared after midday and apart from a bit of mud underfoot, the opening went off perfectly, with the first convoy of trams heading off toward Sutherland at about 2.45 p.m., proudly led by F 393, with O 1111, P 1497 and R 1740 bringing up the rear.

For those of us whose first ride along the line was on the first few cars, it was hard to get used to the idea of travelling more than a few hundred metres without having to stop to change the pole and head off in the opposite direction again.

Our thanks are extended to Howard Clark for organising the very successful opening ceremony and refreshments for our specially invited guests.

We all owe much to the hard work of our dedicated workforce, who have brought the new Museum in a few short years from a barren site to an operating Tramway Museum. Special thanks go to those members who took leave from their jobs to work full time at the Museum for the four weeks leading up to the opening. Had this not occurred, we would have had the opening of the Bicentennial Building but no operating tramway. In this regard, we must be eternally grateful for the efforts and leadership of Bob Cowing, who has guided the construction of the whole project to its present stage of development. Thanks Bob.

The four weeks leading up to the opening saw the greatest amount of work ever achieved in the Society's existence and possibly the greatest amount of time and money spent. During this period, major projects such as the laying of approximately 500 metres of sewer line through solid sandstone and the erection of overhead trolley wire along the 1.1 kilometre main line were completed, as well as the remaining earthworks along Tramway Avenue. Added to these projects were smaller jobs, such as the erection of our flagpole in Lakewood Park, kindly donated by Bob Merchant, the completion of the picnic shelters, ornamental entrance and kerb and guttering at Lakewood Park, partly by persons associated with the Sutherland-Lakewood Sister City Committee and 1001 other tasks.

While not yet complete, the Railway Square waiting shed is now one of the major items on the site and is certainly an imposing edifice. Derek Butler has done quite a good job of reassembling the pieces of the large jig-saw puzzle,

although some new pieces were required to be made up to replace those devoured by white ants at the old site.

Several items of street furniture have also been obtained to complement the waiting shed, such as an old type red wooden telephone box and the drinking fountain removed from the old site.

The former Liverpool and Elizabeth Streets Junction Signal Box, now restored through the efforts of building trades apprentices, is also in position near the scissors crossover and at the foot of the ramp leading to the display building.

Still to be erected is the former Miranda waiting shed, removed from the old site several years back after attempts by vandals to set it alight. This historic relic of the Sutherland-Cronulla steam tramway is to be re-erected at the entrance gateway at Tramway Avenue and Pitt Street,

While we have now achieved our goal of transferring our operations to the new site, there is still much to be done, such as the completion of the main Carshed/Display Building, which is to commence within the next few months, the transfer of the remaining tramcars from the old to the new site and demolition of the old site carshed, trackwork and other items and restoration of the old site to a condition satisfactory to the National Parks and Wildlife Service by 31 March 1989. We can therefore not afford to sit back just yet.

There is still a considerable amount of trackwork to be completed and this is of a high priority, as the present limited trackwork makes the operation of more than two cars in traffic extremely difficult. Despite the efforts of Mike Giddey and his helpers in constructing the points at the North (Sutherland) terminus, they are now considered to be below standard and they are to be replaced by the East Branch points from the old site, which are to be lifted now that the remaining cars are able to be housed under cover in the old site carshed.

Despite the persistent rain, which has fallen since the opening, the initial operating days at the new site have been quite encouraging but it is perhaps too early to comment just yet. While a considerable amount of planning went into the operation of our new tramway, we are finding that it is necessary to continually alter our operating procedures as necessary, one such alteration being the provision of an intermediate tram stop between the Railway Square waiting shed and Pitt Street, opposite the Display Hall ramp, for the benefit of visitors either joining or alighting from trams at that location.

Because of the limited space available inside the main carshed, it was possible to transfer only two additional tramcars to the new site prior to the opening, these being R 1740 and L/P 154, both of which were transferred on Thursday, 17 March. A third car, R1 1979, left the old site during the following week for the Sydney Showground, to form part of the Urban Transit Authority's historic transport display and is to be returned to the new site at the end of the Royal Easter Show.

Bill Parkinson has also appealed for assistance from members who wish to help prepare P.C.C. 1014 for repainting, as it is hoped to have this car restored by July. While this car may see only limited service due to its heavy demand for electricity, its return to service when restored will be marked by a ceremony involving the cars sponsors, QANTAS and ACTA and the U.S. Consul.

#### (b) Old Site

The one tramway closure to which we looked forward for so long, took place on Sunday, 13 March, when R1 1979, with Driver Ted Davies and Conductor Bill Tuffnell, both of whom formerly worked full time and part time on the Sydney

Trams, respectively, in charge. 1979 formed the lone 4.45 p.m. service, after a day of up to three cars operating in convoy, and understandably, it carried a standing load.

Unlike the Sydney System closure, where passengers were forced to alight at Robertson Road, with the last cars running empty to the workshops, 1979, after shunting at Depot Junction and appropriately showing the destination sign "DARLEY ROAD RANDWICK", continued to the doors of the carshed with its passengers. At that point, passengers alighted and after a few words by Dale Budd the assembled members and visitors, to use a quote from a well known film, 'finally let go and allowed it into the depot for the ceremonial last time'.

Following the last run, a stop block was placed on the main line, about two car lengths from the Depot Junction, to prevent any further operation of trams to the South terminus.

While public operations have now concluded, the last track alteration is yet to take place, this being the lifting of the East Branch points and the straight raiiling of the main line, so as to allow continued access to the loading ramp for transferring cars to the new site. As previously mentioned, the East Branch points are required for use at the Northern terminus of the new site.

The closing of the depot doors behind R1 1979 after the last passenger trip on 13 March meant the end of an era for our Society and hastened the day when we will finally revert to having only one Museum site to look after. Just as there are many people to thank for the construction of the new site, so are there many to thank for thirty years of effort at the Royal National Park. The building of our old site was achieved without the assistance of modern machinery such as was used at the new site and several members recently had cause to reminisce about the revolutionary event around 1968, when we actually had a load of ready mixed concrete delivered, as prior to that, all concrete had been mixed by the wheelbarrow load, with a hand mixer !

With the end of one era, which brought so many years of frustration at not being able to extend our track or develop the Museum and having to endure the continual question from our visitors "Is that all there is", we can now look with pride at our new Museum and tramway and confidently assure ourselves that the best is yet to come. Who would deny that we deserve it !!

All that now remains, so far as the old site is concerned, is for us to pack up our trams and go home to the new site.

#### NEW MEMBERS

It is pleasing to note that our membership has again begun to show an overall increase and we have pleasure in welcoming the following new members to our Society:-

548: Robin R. Parkes  
550: John K. Heron  
552: Andrew T. Mitchell

549: Geoffrey Brazel  
551: Valerie A. Forbes

We sincerely hope that they will be able to participate in some way in the varied activities of our Society.

#### ANNUAL DINNER

The Society's annual dinner, originally scheduled for Saturday, 7 May has been postponed until mid August, due to circumstances beyond our control and we regret any inconvenience that this may have caused. Details of the new date for the dinner will be announced as soon as possible.

OPERATIONS COMMITTEE MEETING

It is intended to hold an Operations Committee meeting in the new Workshop building on Sunday, 1 May, commencing at 2.0 p.m., to discuss all aspects of our traffic operations at the new site. All members are most welcome to attend, as no doubt there are many ways in which we can improve our traffic operations and make improvements in other areas as well. Already, many members' suggestions have been adopted since our opening and there must be many good ideas floating around out there. This is your opportunity to be heard and to contribute to the success of our new Museum.

CREW TRAINING

Because of the unavoidable delay in the erection of the overhead wire over the new tramway, it was not possible to carry out the desired conversion scheme for traffic crews on site and it was necessary to hold two review sessions at the old site on Saturdays 27 February and 6 March, as an interim measure.

Drivers were tested extensively on the various emergency procedures and the results were generally good.

A more extensive testing will be carried out in the near future, now that the new site is operational.

Now that our operations have been extended to Wednesdays, as well as Sundays, we require even more traffic staff to operate our tramcars for the public. We also require members to act as Museum attendants inside the display hall, to issue tickets and conduct our visitors around the exhibits and also to operate the bookshop and kiosk.

If you are able to assist in these areas, please notify the Traffic Manager, Peter Kahn, at Box 103, G.P.O. SYDNEY, 2001, or write to the Crew Training Committee, P.O. Box 103 SUTHERLAND 2232, for training for the positions of Conductor or Driver, if over 18 or 21 years of age, respectively.

STAFF FAILURES

It is most disappointing to see that even though the new tramway, with its far greater operating conditions for both Drivers and Conductors, has been operating for only a few weeks, we are still experiencing problems with crew members failing to notify the Traffic Manager, or Roster Clerk of their inability to report for duty when rostered. This places a considerable strain on the members who remain, especially when both a driver and a conductor fail on the same day, as happened recently. Had it not been for other members making themselves available at short notice on the day, we could have been in trouble. Unfortunately, it is usually the same few members who are guilty of this thoughtless action and the time will come shortly, when it will be necessary to delete them from the traffic roster, in the interests of the Museum and their fellow members.

PUBLIC RELATIONS

As a consequence of the lack of publicity for the Museum on the occasion of the opening of the new site, an urgent need exists for ways and means of publicising our new Museum. Accordingly, it is proposed to hold a Publicity and Public Relations meeting at the Museum, to follow the Operations Committee meeting on Sunday, May 1, at about 5.30 p.m..

Items to be discussed will be the planning of publicity material, brochures and posters and the need for media contacts as well as promotional contacts.

If you are able to assist, or have any inquiries, please contact Peter Kahn at home on 498 3820, or at work on 411 1177, or just show up on the day.

\*ANNUAL GENERAL MEETING - ELECTION OF DIRECTORS

Nominations are now being accepted from eligible members wishing to stand for election to the Board of Directors at the Society's Annual General Meeting, which is to be held at the Loftus Community Hall, opposite Loftus Station, on Saturday afternoon, 25 June, at or about 1.30 p.m..

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

1. He/she must be a financial member of the Society, with all current financial requirements fully settled at the time of the election.
2. He/she must lodge his/her nomination with the Secretary, G.P.O. Box 103, SYDNEY 2001, not later than 1.0 p.m. on Wednesday, 18 May, 1988. 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 for the nominee. Any nomination received after 1.0 p.m. on Wednesday 18 May, WILL NOT be accepted.
3. The 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 of Directors, if elected.

Directors retiring in accordance with the Rules of the Society are Messrs. Wayne S. Armitage, Robert W. Cowing and William S. Parkinson, all of whom are eligible for re-election.

For the benefit of country, interstate or overseas members who may be unable to attend the Annual General Meeting, provision has been made for Postal Voting. Any member who is 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. Co-op Society Ltd.,  
68 Botany Street,  
RANDWICK. 2031

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

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

Richard S. Jones,  
HON. SECRETARY.

NEW ITEMS.

Two new items have just become available at the bookshop, these being the second videotape of the Sydney Tramway Memories series and the new pictorial review of the Sydney tramways entitled The Sydney Tram.

The Sydney Tram was specially produced and compiled by Howard Clark for the opening of the Museum and includes many previously unseen photographs

with several of them in colour.

This 60 page book is available over the counter at our Museum Bookshop for \$8.95, or by mail from SPER Sales, P.O. Box 103 SUTHERLAND 2232 for \$10.95

The new Videotape, Sydney Tramway Memories - Reel 2, is also obtainable in VHS or BETA from the Bookshop for \$45.00, or by mail for \$47.50 from P.O. Box E340, Queen Victoria Terrace, CANBERRA, A.C.T. 2600. This tape was professionally reproduced and includes the black and white film of circa 1923, entitled Sydney's Wonderful Tramway System, showing the Tramway system at peak capacity, moving passengers to and from the Royal Easter Show and Randwick Racecourse.

#### NEW TRAMWAY OPERATING PROCEDURES

Following the first few days of operation at the new site, some alterations have been made to our original operating procedures and an additional tram stop has been located at the Liverpool and Elizabeth Street Signal Box at the foot of the ramp leading to the Display building.

Trams depart Railway Square waiting shed on Sundays and public holidays on the hour and 20 past and 20 to the hour, stopping at all stops. The first trip of the day will depart from the Pitt Street stop, opposite the Kiosk.

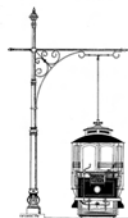
The return journeys from Sutherland will depart at 10.8 a.m. thence every 20 minutes, to allow a small amount of standing time at the terminus, stopping at The Army level crossing, thence opposite the Display building and Railway Square waiting shed only.

Trams are to slow down and be prepared to stop at Pitt Street, when coming from Sutherland, but are not to stop unless absolutely necessary, to avoid passengers alighting on the open track.

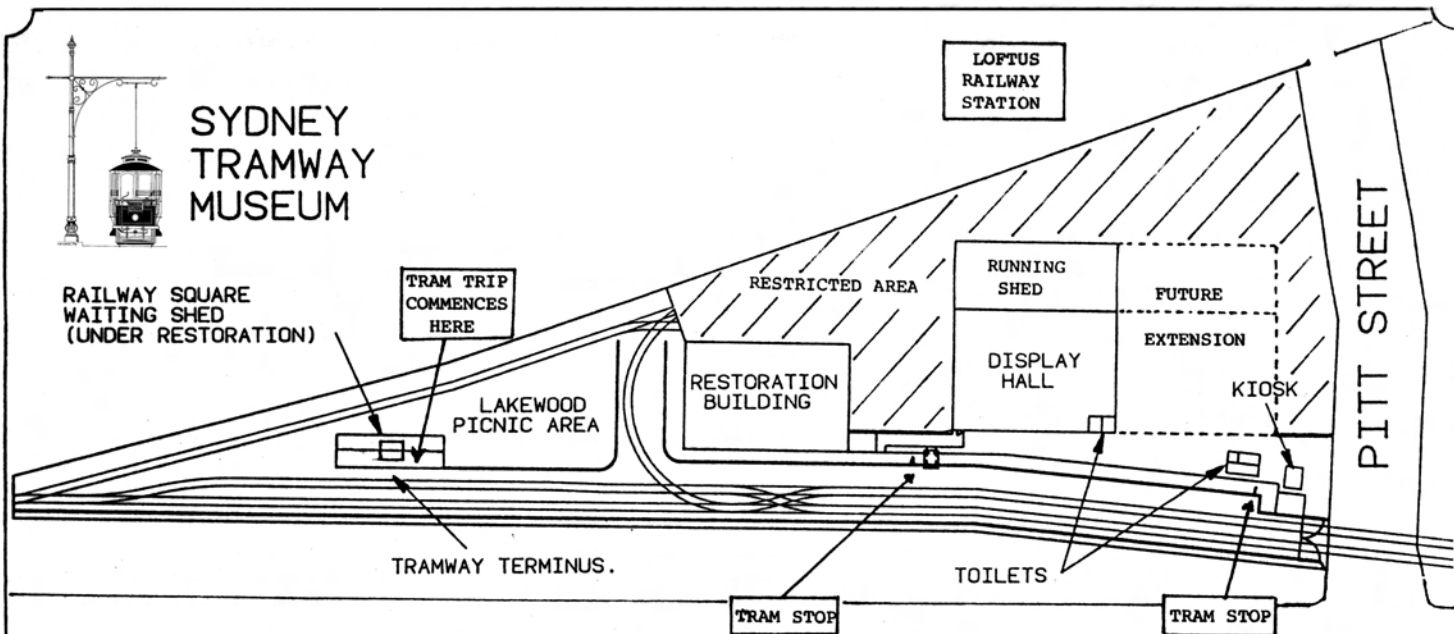
Some packing of the track and tightening of fishplates has been found necessary after the commencement of operations and drivers should not permit trams to travel at excessive speed.

To keep power consumption to a minimum, Drivers should also allow their trams to coast where possible and use parallel notches only between the Army level crossing and North (Sutherland) Terminus and on the uphill section from halfway between the Army level crossing and Pitt Street.

Care should also be taken when travelling in both directions along Tramway Avenue, particularly when negotiating the scissors crossover.



# SYDNEY TRAMWAY MUSEUM



YOUR ENTRANCE FEE INCLUDES UNLIMITED RIDES  
ON THE MUSEUM TRAMWAY ON DAY OF ISSUE  
AND ENTRANCE TO THE DISPLAY HALL

THE SYDNEY TRAMWAY MUSEUM IS OPEN EVERY SUNDAY  
AND PUBLIC HOLIDAY FROM 10.00 AM - 5.00 PM  
AND EVERY WEDNESDAY FROM 9.30 AM - 3.30 PM

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S P E R N E W S   S P E C I A L   -   N o . 2  
April 1988

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REPORT FROM THE CREW TRAINING COMMITTEE

The new tramway is now in operation and it is most pleasing to see the responsible attitude being adopted by our Drivers and Conductors who have been given interim authorisations and have so far been privileged to run trams on the line. This is no doubt due to the results of the recent Driver Review sessions undertaken to acquaint members with the potential hazards on the new site and, more importantly, how to respond to emergency situations.

The response to the invitation to attend these review sessions was most gratifying, only two members who were authorised to drive on the old site (old classification 3 or 5) declining to participate.

Most of the drivers agreed that having received an emergency stop signal and finding the air brake inoperative they could now begin to appreciate the message which members of the Crew Training Committee had been attempting to convey. They were also amazed at the relative ease with which the heavy R-type cars could be stopped using a properly serviced and adjusted handbrake.

But the most telling aspect of driving on the new site is negotiating "Army Hill". Ascending the grade where running in Parallel is directed is exhilarating enough. But changing ends and facing the 1 in 17 down-grade for the first time has caused even our most intrepid members to think twice before setting off from the Sutherland terminus!

So now we have our new line in operation - what next?

The Works Manager needs continuing assistance in completing trackwork, site works and buildings. We must keep up the momentum established in the weeks prior to the opening.

The Crew Training Committee has sought and been granted permission to undertake the necessary retraining and new training programmes as soon as possible. Accordingly, the following provisional timetable has been drawn up with a view to having all

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presently authorised members fully converted to the new site operations and the training programme for new recruits recommenced as soon as possible.

It is proposed to run the various classes as outlined hereunder:-

- (A) Existing Drivers (Old Site Grades 3 or 5; New Site Grades 5V or 6V): Completion of Review/Conversion to take place on Saturday between 9.30 am and 4.00 pm.
- (B) Existing Conductors (Old Site Grade 8; New Site Grade 2) and Trainee Conductors (Old Site Grade 8X): Conversion to new site operations on Saturday between 10.00 am and 1.00 pm.
- (C) Trainee Drivers (Old Site Grade 7): Review of progress and new site operations on Saturday between 9.30 am and 4.00 pm.
- (D) New Conductors (New Grade 1): Classes and practical tuition at the new Museum on Saturday from 10.00 am to 2.00 pm.
- (E) New Drivers (New Site Grade 3): Introductory class and preliminary practical tuition at the new Museum on Saturday between 10.00 am and 4.30 pm.  
Continuation classes by arrangement.

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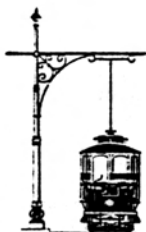
Timetable:

April	May	June	July	August	September
2	7	4	2	6	3
9	14 A,B	11 C,D	9 C,D	13	10
16	21 E	18 E	16 D	20 E	17 D
23	28	25	23	27	24
30 A,B	--	--	30	--	--

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Come along on the appropriate day - booking desirable but not essential.

Bill Denham,  
for the Committee



# South Pacific Electric Railway

CO-OPERATIVE SOCIETY LIMITED

**SYDNEY TRAMWAY MUSEUM** PRINCES HIGHWAY, LOFTUS NSW

Postal Address: GPO Box 103 Sydney 2001 Telephone: (02) 521 7624 (Old Site)  
(02) 542 3646 New Site

## SPER NEWS

MAY, 1988

NEW SERIES No.42

### WORKS REPORT

With the commencement of traffic operations at the new site now two months behind us, we have again settled in to having our workforce and traffic staff located at the one site.

There has been very little slackening of the pace for our workers and progress is still being maintained at a high level, with many jobs being undertaken simultaneously, as before.

The completion of the trackwork within the Museum site has been given high priority, as this is one area which is creating operational problems, with the shunting of cars at the end of each trip. At the present time, only two cars can be satisfactorily operated in traffic without resorting to rather complex shunting manoeuvres, or by using the depot yard in a similar manner to the old site. The latter requires the opening and shutting of the gate which is required to be closed to keep visitors from wandering into the restricted area. These problems will be solved with the completion of the diamond crossing in Tramway Street, where the Cross Street track crosses the Up Main line and adjustments to the scissors crossover, to provide a second terminal track outside the Railway Square waiting shed. It is anticipated that this work will be completed during September, weather permitting.

The track panels for the future Up Main line north of the Pitt Street level crossing, which were removed for construction of the sewer line, have now been replaced and the double track between the scissors crossover and the curve, including the laying of the points at the curve, should be completed in December.

The lifting of the East Branch points at the old site and straight railing of the Main line has commenced and this will enable these points to be reconstructed for relaying of the new site Main line points at the Sutherland terminus and consequent provision of the double track terminal in September.

The former Miranda waiting shed from the Sutherland to Cronulla steam tramway and more recently, from the old site, is again being reconstructed at the Pitt Street gate, but this time, with some new materials being used to replace parts which were vandalised or damaged by white ants. One of the starters' cabins is also being located at the Pitt Street gate, for use by the 'Street Conductor' now provided at that point. As part of the regular overhaul of our traffic operations, visitors are now required to pay for admission and tram rides on entering the site, or on the trams if joining at the Sutherland car park. This eliminates the need for Display Hall staff to issue tickets and allows them to pay full attention to supervision of visitors.

An awning is now being constructed over the doorway at the public entrance to the Display Hall. The need for this awning has been demonstrated during the many occasions when the weather has been rather inclement.

The bad weather has also highlighted the need to provide a sump pump for our as yet incomplete pit on Road 2 of the Running Shed. It is proposed to have at least a third of the pit completed by mid September.

Norm Chinn has been continuing his repainting of our traffic cars and R class 1740 has been recently completed, with some repainting of R1 1979 also being carried out. O 1111 has also had its roof repainted and minor repairs effected to make it weatherproof (from above, at least). 1111 is also on the list for a repaint in the near future, to restore it to the final standard green and cream.

P.C.C. 1014 is also receiving further attention from Bill Parkinson and work is well advanced on cutting out rust and filling the many dents in the body. The paint for the car has been successfully matched and it is hoped that 1014 will be outshopped in mid August. This car has had several successful trials along the main line, partly to test the power supply and caused a few eyebrows to be raised by passing motorists while standing at the Sutherland terminus.

The second transformer has been moved into the substation and the remote starting facility will shortly be installed in the running shed for the convenience of our traffic staff.

As a result of suggestions arising from the successful Traffic Operations Meeting held on 6 May, a 'Terminus' tram stop is being provided on one of the span poles at the Sutherland terminus and other signs are to be provided for the information of visitors parking their cars at the northern car park.

There are many tasks still to be completed just to make the site presentable and we appeal to all members to lend a hand to ensure that our construction deadlines are met by the end of this year.

A start is to be made in the next two months on the first stage of the extension of the Display Hall/Running Shed. With the deadline of 31 March, 1989 fast approaching for complete removal of all tramcars, equipment and buildings from the old site, the completion of this building is most essential. We also need additional cars for traffic operations, to provide variety and give our Sydney cars a rest.

#### NEW TRAFFIC ROSTER

A new traffic roster to cover the period from 3 July to 31 October is now being formulated by our Rostering Officer, George Urbas and all qualified members are urged to submit their application forms as soon as possible. With ten persons required to operate the Museum on Sundays, plus our Wednesday operations, we need the assistance of every qualified member to ensure that we provide the usual high standard of service.

#### NEW MEMBERS

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

553 : Mrs. Patricia M. Storey	554 : Colin Storey
555 : Alan C. Buckingham	556 : Albert W. Kay

With the greatly increased areas of our operations, it is hoped that they will be able to actively participate and enjoy the benefits of membership.

#### ANOTHER T.V. MINI SERIES

The Australian Broadcasting Commission has requested permission to utilise the Museum for filming scenes for its new T.V. mini series EDENS LOST, based on a novel of the same name by Sumner Locke Elliott. Filming is to take place in June and the series spans the period between 1918 and 1955.

ANNUAL GENERAL MEETING

Contrary to advice in the last issue of SPER NEWS, the Annual General Meeting will now be held in the Workshop/Restoration Building at the Museum, due to the unavailability of the Loftus Community Hall. This should present no problem, as it is intended to have a barbecue at the Museum after the meeting and the move to and from the Hall will now be avoided. Members will also have the opportunity to take a good look around the Museum.

As there are four candidates for the three Board positions, an election will be held. The candidates are:-

Wayne S. Armitage  
Robert W. Cowing  
Paul E. McDonald  
William S. Parkinson

Copies of the Annual Report will be distributed at the Annual General Meeting, for those members present and copies will be posted to other members after the meeting.

1988 ANNUAL DINNER

The Society's 1988 annual dinner will be held on Saturday, 13 August at the Sutherland Masonic Bowling Club, commencing at 7.0 p.m. for pre dinner drinks with the main meal commencing at 7.30 p.m..

The Club is located opposite our northern tram terminus on the Old Princes Highway (now Rawson Avenue), with road access via President Avenue, Murton Street, Forest Road then turn right at Eton Street and left along the private road to the Club's car park.

The cost of the meal and drinks will be only \$22.00 per head and all members and their wives, husbands or friends are invited to attend. Peter Kahn has assured us of some good entertainment. At this stage, there will not be a guest speaker.

Bookings must be made and paid for in advance on the enclosed Booking Form by 6 August, to enable final arrangements to be made. Bookings should be posted to SPER ANNUAL DINNER, G.P.O. Box 103, SYDNEY, 2001.

1988 BICENTENNIAL COTMA CONFERENCE

The Bi-annual conference of the Council of Tramway Museums of Australasia will this year be hosted by this Society and is one of the Sutherland Shire's Bicentennial events, although only one day of the Conference is to be held in the Shire. The Conference will be held at the CREST HOTEL, Darlinghurst Rd., KINGS CROSS.

All members are welcome to attend the Conference, either in full, or in part, on payment of the required Conference fees.

Details of the Conference activities and costs are as follows:-

Friday, 2 September: From 6.30 p.m. - Registration of delegates and other  
(at CREST HOTEL) Conference participants and informal Cocktail Party ... \$27.00

Saturday, 3 September: CREST HOTEL

9. 0 a.m. to 12.30 p.m. - Conference opening and workshop sessions

12.30 p.m. to 1.30 p.m. - Lunch (included in costs)

1.30 p.m. to 5.30 p.m. - Workshop sessions.

Total cost including morning and afternoon tea ..... \$35.00

7.0 p.m. onwards- Annual Dinner and Museum Reports (drinks incl.)\$45.00

**Sunday, 4 September: Tramway Museum**

- 10.30 a.m. to 12.30 p.m.- Workshop sessions
- 12.30 p.m. to 2.0 p.m. Tram to Sutherland Masonic Club for lunch and drinks (included) and return.
- 2. 0 p.m. to 4. 0 p.m. - Workshop sessions
- 4.0 p.m. onward - Barbecue and drinks (food and drink included)..\$40.00
- (Barbecue only - ...\$15.00)

**Monday, 5 September: CREST HOTEL**

- 9. 0 a.m. to 12.0 p.m. - Workshop sessions
- 12. 0 p.m. to 1.30 p.m. - Lunch (cost included)
- 1.30 p.m. to 5.30 p.m. - Workshop sessions or COTMA A.G.M. (for Delegates)
- Conference close.
- Costs including morning and afternoon tea .....\$35.00
- Total cost for all Conference activities .....\$190.00
- Total costs with accommodation at CREST HOTEL .....\$370.00

Conference Registration forms are available now from The Secretary, G.P.O. Box 103, SYDNEY, 2001. When making application, please specify your requirements. Any enquiries in regard to the conference should be directed to The Secretary, or Conference organisers Dick Jones, Don Campbell, Peter Kahn or Bob Merchant.

**CREW TRAINING**

Crew Training sessions are being conducted regularly at the Museum in order to re-train Drivers and Conductors from the old site and to train new members of the traffic staff as Conductors and Drivers.

Any member who wishes to participate in the crew training sessions with a view to acting as Conductor, with later participation in Driver training, should contact the Chief Crew Training Instructor at Box 103, P.O. SUTHERLAND 2232. As previously mentioned, we require ten persons to operate the Museum each Sunday, being Duty Officer, Traffic Officer, two drivers, two conductors, two Museum attendants, Bookshop Operator and Kiosk Operator.

New traffic and operations staff are always required, so please give some consideration to participation in one of the most interesting areas of our activities and assist the Museum at the same time.

**GROUP CONCESSION RATES**

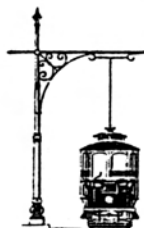
For the information of traffic staff and other members, the following rates have been set for group bookings:-

- Common interest groups, such as pre schools, scouts, cubs and Social clubs (advance notice to Traffic Manager required)
- Adult \$2.50                      Child over 5 years \$1.50    Child 5 and under.. FREE

Coach tours .....    \$3.00 per person(Coach Captain and Guides..FREE)

Special hire on non traffic days, involving special opening of the Museum.....\$100 opening fee plus applicable concession.

Traffic staff should note that the penny (1d) child/concession tickets and twopenny (2d) Adult tickets are valued at \$3.00 and \$5.00 respectively and these should not be sold at less than those values. The threepenny (3d) white tickets or fourpenny (4d) buff tickets may be used, as directed by the traffic Manager, for other than those amounts.



Supplement to "TROLLEY WIRE"

# South Pacific Electric Railway

CO-OPERATIVE SOCIETY LIMITED

SYDNEY TRAMWAY MUSEUM PRINCES HIGHWAY, LOFTUS NSW

Postal Address: GPO Box 103 Sydney 2001 Telephone: (02) 521 7624

## SPER NEWS

JULY, 1988

NEW SERIES No.43

### WORKS REPORT

The volume of work being undertaken at the present time is dictated by the amount of available funds and as the most pressing need is for a start to be made on Stage 2 of the Display Building, there is little finance available for other than essential projects. Consequently, work on the Railway Square waiting shed is proceeding very slowly.

Quotes have been received for Stage 2 of the Display Building, which will see the framework of the building extended to its ultimate length. We certainly do not have the funds for completion of the entire Stage 2 but as storage space for the trams still at the Royal National Park site must be found before 30 March next year, the deadline for our complete removal from the site and restoration of the area, at least part of the extension must be commenced. Accordingly, work will shortly commence on the first two of the four stages of construction, which will be the foundations and erection of steelwork. We will, as usual, rely heavily on the generosity of our members to bridge the gap between what we have and what we need for this work to commence and we will need to find additional funds for the roofing and cladding of the building.

One of the most essential projects requiring attention at the moment is the track layout, as any member of the traffic staff will attest. Work is progressing well on the completion of the diamond crossing, which is being constructed in situ at the intersection of the Cross Street and Up Main lines in Tramway Avenue. The completion of this work, in conjunction with the installation of point levers on the scissors crossover, will allow trams to use the Up Main line between the scissors crossover and the Railway Square waiting shed. This will greatly assist traffic staff when three cars are required to be in service.

The lifting of the East Branch points at the old site has been completed and these are being reassembled to replace the facing points at the Sutherland terminus. The installation of these points will permit the use of the double track terminus at Sutherland. It is also intended to extend the Sutherland terminus by at least one car length, to permit two trams to stand on level track when required. Once the Sutherland terminus is completed, points will be installed on the Main line at the curve north of Pitt Street, to bring the double track into use between the scissors crossover and that point. All that will then remain will be the connection of the dead end Up Main south of the Railway Square Waiting Shed to the Down Main.

Laurie Gordon has now adopted the Old Site and is in charge of dismantling the site. The track is currently being lifted along the old Main Line from a point two car lengths south of the Depot Junction. The track was disconnected at that point after the running of the last tram and the rail will need to be hauled away by the Matador recovery vehicle.

San Francisco PCC car 1014 has received much attention lately and it has now been painted in the Municipal Railways (MUNI) double ended car colour scheme. There are a few items still to be attended to outside the car and the interior needs attention, mainly to the seats but it is hoped that the car will be completely refurbished by mid October, when it will re-enter service at a ceremony which will be attended by representatives of sponsors ACTA and Qantas and the United States Consulate. Hopefully, this will result in some much needed publicity for our new Museum.

In preparation for the extension to the Display Building, a general cleanup has commenced in the area at the front (Pitt Street end) of the building.

### TRAFFIC OPERATIONS

Since the first meeting of the Board of Directors, following the Annual General Meeting, Doug Greenwald has been appointed to the position of Traffic Superintendent, replacing the previous position of Traffic Manager.

We are continuing to learn as we progress in our traffic operations, with many minor improvements being made along the way. Another tram stop has been added inside the Museum gate at Pitt Street, for the benefit of passengers who wish to alight from trams arriving from Sutherland. Previously, this stop was provided only for Up trams (to Sutherland). Another stop may soon be added at the site of the future loop mid-way between Pitt Street and the Army level crossing, in conjunction with a Bicentennial Street Fair which is being arranged by Sutherland Council early in November. This will involve the closure of the old Princes Highway to road traffic for the day, with our trams being used as transport between both ends of the event.

With our present restricted track layout, it is particularly important for our traffic crews to endeavour to depart each end of the line on time. Running time from Railway Square to depart Pitt Street, with two stops, is generally two minutes and anyone doubting this should see things first hand! Unlike a regular tramway, there is no sense of urgency on the part of our passengers and on one recent occasion, some passengers joining at the Display Building stop, en-route to Sutherland, held up the tram while they suddenly decided to take photos of each other leaning against the tram. We must live with this, as our passengers pay most of our expenses and we need to make them feel welcome. The tram in this instance, however, departed Railway Square three minutes late and as a result of the "photo stop", departed the Pitt Street stop five minutes late. As turn around time is five minutes at the Sutherland terminus, this tram was again late departing, which then delayed the next Sutherland tram. Only five minutes is available for the change over of cars at the Depot Junction and this normally takes four minutes, so it is not difficult to see how a delay can snowball. We advertise the departure time from the Sutherland end as 10.10 a.m. thence every 20 minutes and it is not unreasonable to think that we can maintain this. "On time running" will be essential until we have improved facilities and even then, we must still try to run to the 20 minute headway which we advertise.

Between 14 and 20 November, the Museum will, for the first time, be involved in the "St. George Great Train Festival" and the organisers are hopeful of attracting several thousand passengers to travel by steam hauled trains and rail motors between Sydney or Hurstville and Loftus, where they will visit our Museum and ride on our trams before returning. This will be the big test of our efficiency in running a tramway and we will be more than ever under the public's scrutiny. It will also be the greatest chance we have had since the opening of the new Museum, to gain valuable free publicity.

We will, of course, need every available member of the traffic staff to run the trams for a full week, so if you have some leave due, save some for this occasion. It will be a great experience for all concerned.

Wednesday traffic operations have begun to improve of late, as news of our week day operations circulates and we have had several bus loads of visitors drop in, fortunately with advance notice most times, plus numerous pre-school groups. Passing trade is so far very small.

### GROUP CONCESSIONS

A further review of our Group Concession rates has revealed that we have been selling ourselves incredibly short and accordingly, the following rates now apply (minimum number for group concession is 15 fare paying persons):-

Pre School and School Groups (Adult and Child) ----	\$3.00 (1d ticket)
Children 5 years of age and under -----	Free
Adults -----	\$3.00 (1d ticket)
Coach Tours -----	\$3.00 (3d ticket)

Family Concession (2 Adults and two or more Children) to be ticketed as follows, total charge ----- \$16.00

Two Adults (per person) -----	\$5.00 (2d tickets)
Two Children (per child) -----	\$3.00 (1d tickets)
Third and subsequent children) -----	Free (old site Child)

Ordinary Adult fare (unchanged) -----	\$5.00 (2d ticket)
Ordinary Child or Concession fare (unchanged) --	\$3.00 (1d ticket)

Members of the following Tramway Museums, which have agreed to grant reciprocal travel privileges to our members, on production of a current membership card or other identification to the Duty Officer:- ---- Free (4d ticket)

- \* Australian Electric Transport Museum, St Kilda, S.A.
- \* Ballarat Tramway Preservation Society, Ballarat, Victoria
- \* Perth Electric Tramway Society, Whiteman Park, W.A.
- \* Steam Tram and Railway Preservation Society, Parramatta Park
- \* Tramway Museum Society of Victoria, Bylands, Victoria

### 1988-COTMA CONFERENCE

Members who wish to attend any or all of the COTMA Conference activities are requested to submit their Registration forms to the COTMA Conference Committee, together with the appropriate fees, as soon as possible and no later than 19 August, so as to enable catering arrangements to be completed. Registration forms are obtainable from the Secretary, G.P.O. Box 103, SYDNEY, 2001 or collect one personally from the Museum.

The Conference will be attended by representatives of all Australian and New Zealand Tramway Museums, which are affiliated with the Council of Tramway Museums of Australasia and promises to be one of the best Conferences so far.

These Conferences, which are held bi-annually, offer a great opportunity to meet members of other Tramway Museums and to compare operations and exchange ideas. The 1988 Conference is being hosted by this Society and will commence on Friday night, 2 September and finish on the following Monday afternoon.



The Conference will be held at the Crest Hotel, 111 Darlinghurst Road, Kings Cross and the programme and revised costs are as follows:-

#### FRIDAY, 2 SEPTEMBER:

6.0 p.m. Informal Cocktail Party and Registration of Delegates and other participants.-----\$27.00

#### SATURDAY, 3 SEPTEMBER:

9.00 a.m. Conference Opening and Keynote Address  
 10.00 a.m. Workshop - Public Relations  
 10.45 a.m. Morning Tea  
 11.00 a.m. Workshop - Use of Community Service Order Personnel  
 11.45 a.m. Workshop - Financing Your Museum  
 12.30 p.m. Lunch  
 1.45 p.m. Workshop - Timber Restoration in Tramcars  
 2.30 p.m. Workshop - Researching Paint Schemes  
 3.15 p.m. Afternoon Tea  
 3.30 p.m. Workshop - Electrical Supply and Safety Standards  
 4.30 p.m. (Approx.) End of Session.  
 Cost ----- \$45.00

7.00 p.m. COTMA Bi-annual Dinner and Museum Reports (drinks included)  
 Cost ----- \$45.00

#### SUNDAY, 4 SEPTEMBER (at Tramway Museum, Loftus):-

10.45 a.m. Workshop - The Tramway Museum Business  
 11.30 a.m. Workshop - Tramcar Maintenance  
 12.15 p.m. Travel by PCC car 1014 to Sutherland for Lunch at Sutherland  
 Masonic Club. Cost ----- \$25.00  
 2.00 p.m. Tour by double deck bus 2619 to points of interest in the Sutherland Shire, or afternoon free for tram riding.  
 6.00 p.m. Barbecue - Cost (including food and drinks) ----- \$15.00  
 (B.Y.O. FREE)

#### MONDAY, 5 SEPTEMBER

9.00 a.m. COTMA Bi-annual General Meeting or visit to Powerhouse Museum for those not required to attend meeting.  
 12.30 p.m. Lunch. Cost ----- \$13.00  
 1.30 p.m. Visit to Steam Tram Museum, Parramatta Park. Own cost  
 Cost for persons attending General Meeting ----- \$ 6.00

Members, their wives and friends are welcome to attend the Friday night Cocktail Party, Saturday Night Dinner and all Sunday activities commencing with the Lunch at the Masonic Bowling Club and extending through to the Barbecue, regardless of whether or not they are attending the Conference, provided that the costs as listed above are paid at least two weeks in advance. A charge of \$5.00 will be made for persons other than COTMA Conference participants and their wives or family, who wish to travel on the Sunday afternoon bus trip.

Members who will be travelling by car to any of the Conference functions at the Crest Hotel are advised that parking may be a problem. The hotel does not have its own parking but is associated with an adjacent parking station. By arrangement with the hotel management, members who will require parking for Friday or Saturday nights may reserve a parking space by notifying the Conference Organisers and paying the \$5.00 parking fee to them at least five days in advance. On street parking will be difficult to obtain and is not recommended. The cheaper alternative is to travel to Kings Cross Station by train. Trains return to the City every 15 minutes until 12.19 a.m.

For the information of members who attended the 1980 Brisbane, 1982 Melbourne, 1984 Auckland and 1986 Adelaide Conferences, the copies of the proceedings of those Conferences are now becoming available. The Melbourne proceedings were recently found under your Secretary's desk (sorry folks) and the Adelaide proceedings are being distributed. The COTMA Executive Officer has advised that the Brisbane and Auckland proceedings will soon be ready.

#### NEW MEMBERS

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

557 : Michael BARRY	558 : Robert E. JORGENSEN
559 : Robert G. ALLERTON	560 : Darren A. RAWLINGS
561 : Dennis R. HALL	

It is pleasing to see the growth in our membership continuing and we hope that our newest members will take the opportunity to join with us and actively participate in the continuing rapid growth of our new Tramway Museum.

Amongst our newest members is also our youngest member, Darren Rawlings, son of General Manager David Rawlings and Darren is no stranger to doing the odd job around the place. He can now do these jobs officially as a member. Welcome to the Society, Darren.

#### HERITAGE COUNCIL GRANT

Due to the continuing efforts of our Financial Director, Howard Clark, the Society has been fortunate in being awarded a Heritage Grant, for about \$32,000, which we must match on a dollar for dollar basis, to assist with the restoration of the Railway Square Waiting Shed and Signal Box, the Miranda Steam Tramway Waiting Shed, R1 1971 and the cast iron windows from the Randwick Workshops, which have been installed in the Workshop/Restoration Building. Full details of the conditions of the grant are not yet available.

#### ANNUAL GENERAL MEETING

The Annual General Meeting was held in the Workshop/Restoration Building on Saturday, 25 June and as a result of the ballot for the three positions on the Board of Directors, Robert Cowing and William Parkinson were returned to the Board, while Paul McDonald makes his first appearance as a Director.

We would like to take this opportunity to both welcome Paul to the Board and to thank Wayne Armitage for the time and effort which he contributed as a Director during the past two hectic years.

With the greatly altered nature of our whole Society, since the opening of the new Museum, the opportunity has been taken to rearrange the duties of the seven Directors and to return to the old practice of having supervisors in charge of various areas. A "family tree" and a separate list of the various Supervisory and Administrative positions appears in this issue of SPER NEWS, for the information of members.

#### SICK LIST

Chairman Bob Cowing is now recuperating after having had a minor defect repaired at the Workshops and Howard Clark has also recently been outshopped after having broken a leg while playing soccer.

LIST OF SOCIETY OFFICERS.

CHAIRMAN :	ROBERT W. COWING
DEPUTY CHAIRMAN :	HOWARD R. CLARK
SECRETARY :	RICHARD S. JONES
TREASURER :	HOWARD R. CLARK
ASSISTANT TREASURER :	BENNET J. PARLE
GENERAL MANAGER :	DAVID H. RAWLINGS
WORKS MANAGER :	ROBERT W. COWING
MARKETING MANAGER :	( VACANT )
CURATOR :	VICTOR C. SOLOMONS
TRAFFIC SUPERINTENDENT :	A. DOUGLAS GREENWALD
COMMERCIAL OFFICER :	PAUL E. McDONALD
PUBLIC RELATIONS OFFICER :	PETER C. KAHN
PROJECT MANAGER :	ROBERT W. COWING
WAY AND WORKS SUPERINTENDENT :	ROBERT W. COWING
WORKSHOPS SUPERINTENDENT :	WILLIAM S. PARKINSON
DISPLAY OFFICER :	ROBERT I. MERCHANT
ARCHIVES AND RESEARCH OFFICER :	VICTOR C. SOLOMONS
TRAMCAR RUNNING MAINTENANCE SUPERVISOR :	ROBERT G. ASPINALL
MOTOR VEHICLE MAINTENANCE SUPERVISOR :	WILLIAM S. PARKINSON
TRACK SUPERVISOR :	BRIAN MUSTON
OVERHEAD SUPERVISOR :	WAYNE S. ARMITAGE
BUILDINGS SUPERVISOR :	DEREK R. BUTLER
POWER SUPPLY AND DISTRIBUTION SUPERVISOR :	PETER B. HALLEN
GROUPS/AMENITIES SUPERVISOR :	VICTOR C. SOLOMONS
OVERHAULS SUPERVISOR :	WILLIAM S. PARKINSON
PAINTSHOP SUPERVISOR :	NORMAN L. CHINN
PLANT AND EQUIPMENT SUPERVISOR :	(VACANT)
STORES SUPERVISOR :	LAURENCE P. GORDON
SPECIAL WORKS SUPERVISOR :	LAURENCE P. GORDON
"TROLLEY WIRE" EDITOR :	ROBERT I. MERCHANT
"SPER NEWS" EDITOR :	RICHARD S. JONES
SALES OFFICER :	DANNY URBAS
CHIEF ENGINEER :	RICHARD C. CLARK
SAFETY OFFICER :	ROGER G. ROBERTS
SECURITY OFFICER :	DAVID H. RAWLINGS
MINUTES SECRETARY :	VICTOR C. SOLOMONS
MEMBERSHIP SECRETARY :	BENNET J. PARLE
ACCOUNTS PAYABLE OFFICER :	NORMAN L. CHINN
ROSTER CLERK :	GEORGE T. URBAS
COTMA DELEGATE :	DAVID H. RAWLINGS
CRPG DELEGATE :	LAURENCE P. GORDON
CREW TRAINING OFFICER :	WILLIAM M. DENHAM

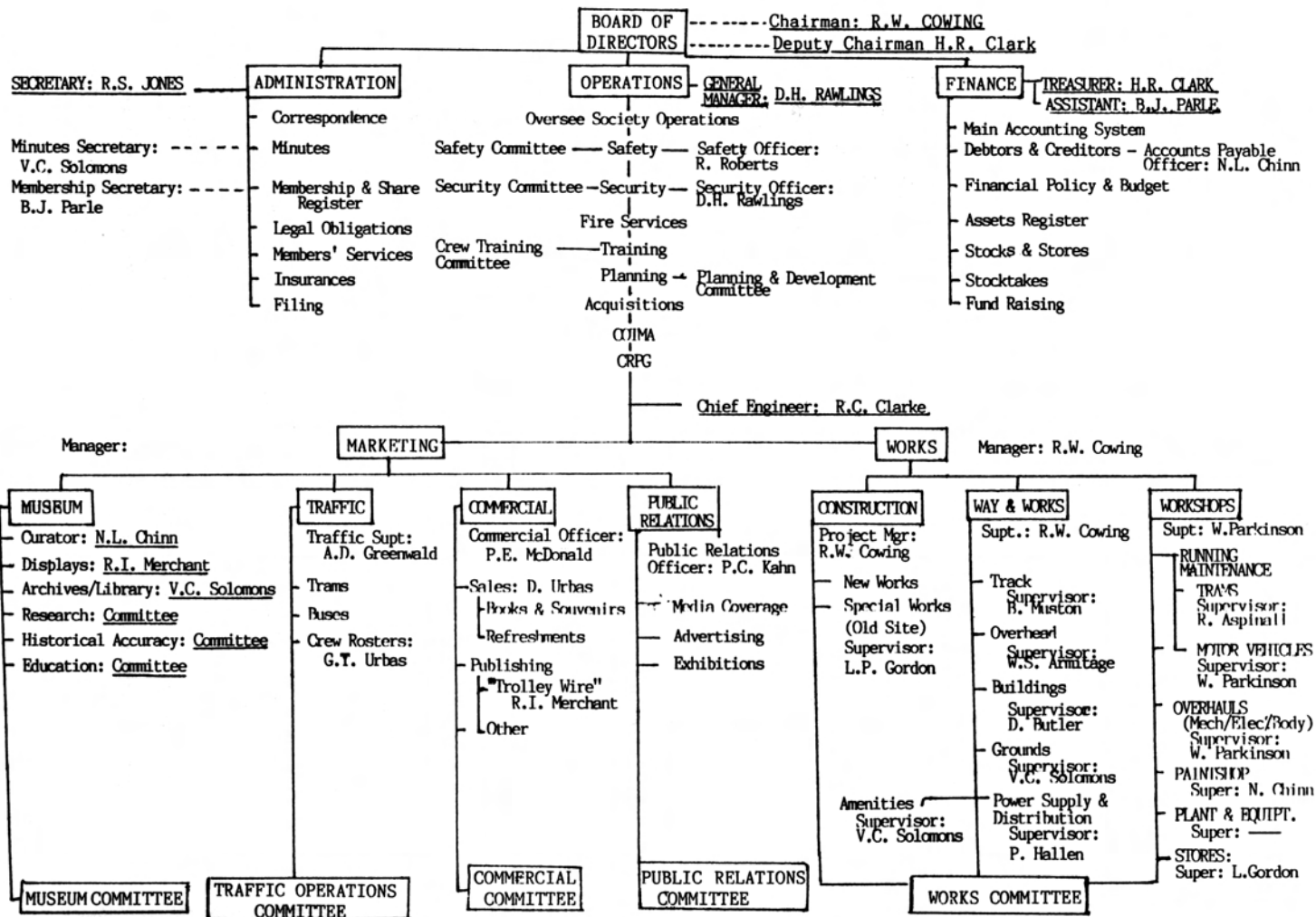
The above supercedes all previous positions and appointments, effective from 22 July, 1988.

COTMA CONFERENCE COMMITTEE

Contact persons for the COTMA Conference are as follows:-

Donald M. Campbell	Home phone No. (02) 73 3895
Richard S. Jones	" " " (046) 25 6872
Peter C. Kahn	" " " (02) 498 3820
Robert I. Merchant	" " " (02) 858 4876

Correspondence in regard to the COTMA Conference should be forwarded to the Committee at G.P.O. Box 103, SYDNEY 2001.



## PETER KAHN'S TRAVEL SECTION

### **A WEEKEND IN ROCKHAMPTON, or I FELT A XXXX COMING ON IN DENNISON STREET**

For the preceding few days, it had been pouring rain in Rockhampton but Saturday afternoon saw a few breaks in the clouds.

Next morning, Sunday, 5 June, saw a beautiful sunny day, with the Purrey steam tram glinting in the early morning sunlight in Stanley Street, prior to the official unveiling in Dennison Street, later in the morning.

As well as the many local residents attending the celebration to mark the completion of restoration of the Purrey steam tram, some well known personalities from the south were on hand to witness this unique occasion. In fact, of the representatives from SPER, we had a gathering of the "old boys", (or perhaps "old contemporaries"?), there being present Ken McCarthy, who inspired the restoration project, Ben Parle, accompanied by his wife Megan and Daughter Allison, Louis Nyman, John Shoebridge and his wife, Bob Merchant and yours truly, Peter Kahn, who was the youngest of the group.

Several members of the Brisbane Tramway Museum Society were also on hand.

Following the official launching of the tram, she ran trips up and down Dennison Street until about 4.0 p.m..

What a sight and hardly a sound as she whispered past with a wisp of smoke and steam and what a sight to behold, with a XXXX in the hand, toasting the occasion (handy having some pubs along the line), each time she passed by.

By the end of the day, we were a slightly darker colour - and what a day !!

And the Purrey? Well that last trip was a sight to behold. Just like peak hour. With that extra effort and helped by her loving crew, she completed the run and then returned to her temporary home for a well earned rest.

Our congratulations are extended to all connected with the project, especially to Doug Press and Jim Bambrick. Undoubtedly, it must have also been a very satisfying feeling for Ken McCarthy as well and Ken must be specially commended for his research and guidance throughout the project.

## PUBLIC RELATIONS

Public Relations is now, more than ever, a subject in which we must really become actively involved, especially where it means publicity for the Museum.

If any member has any suggestions for additional signposting, brochures, etc., or is interested in becoming part of a Public Relations Committee, please contact Peter Kahn at G.P.O. Box 103, SYDNEY, 2001.

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S P E R N E W S   S P E C I A L   -   N o . 3  
August 1988

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REPORT FROM THE CREW TRAINING COMMITTEE

Due to a breakdown in communications, Spernews Special No.2 was not widely circulated amongst Society members. When this became evident, certain changed situations made it uneconomical to rectify the matter.

The most important matter contained in the previous newssheet concerned the programming of Crew Training on the new site. Classes will be held for the various grades and at the times set out below as far as practicable.

- (A) For members of the Society who were previously authorised to drive on the old site and who have not undergone any review for new site operations.
- (B) For members who were previously authorised only as Conductor or had commenced Conductor training and who have not undergone any review for new site operations.
- (C) For members who were previously authorised for "on road" training as Driver on the old site and who have not undergone any review for new site operations.
- (D) For members of the Society wishing to commence Conductor training.
- (E) For authorised Conductors who wish to commence Driver training.

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TIMETABLE

1988				1989	
August	September	October	November	February	March
6	3	1	5	4	4
13	10	8	12	11	11
20 A,E	17 B,C,D	15 A,E	19 B,C,D	18 D	18 E
27	24	22	26	25	25
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\* Special day for training as required.

Classes are held at the Loftus Depot commencing at

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about 9.45 am. and continuing until about 3.45 pm. or as required.

Bookings are required - contact Bill Denham at 80 1064, evenings, at least three days before the date you wish to attend, or write: Crew Training, PO Box 103, Sutherland, NSW, 2232.

#### PCC CAR 1014

Following extensive work to make the car suitable for use on the Museum line, it has been offered to the Crew Training Committee to determine priorities, if any, which might be applied to training of members in driving the car; to determine a proper training programme and to implement such a programme.

It is expected that the tram will only operate about once a month and on three or four trips each day because of the extremely heavy power consumption when compared with the rest of the operating fleet. This will also have an effect on the actual period of "on road" training available to members.

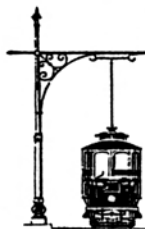
It is expected that Senior Traffic staff will be given some priority in training, while Traffic Staff in general may be accepted ahead of other members. If you are an authorised Driver and would like to be considered for training on No.1014, please contact either Bill Denham or Bill Parkinson for further details. For reasons of economics, alluded to above, classes for PCC driver tuition in the short term will have to be limited to six persons on any day.

#### COMPULSORY STOPS

Members are reminded that compulsory stops exist for ALL trams at Pitt Street when leaving the museum and at the Army Depot crossing when proceeding towards the Museum. The conditional stops occur at these places when proceeding in the opposite directions only. The general observance of this stopping rule has been noted by outside authorities to the benefit of our professional standing. Do not spoil this effect by being one of a few members who still do not observe the Stop.

#### GROOVE CLEANING

The Driver of the first tram each day should operate at a slow speed and ensure all formed track grooves are clean before proceeding. Other Drivers throughout the day should observe that no foreign bodies have dropped or been placed in grooves. Unnecessary wear can be caused and the potential for derailments is increased.



Supplement to "TROLLEY WIRE"

# South Pacific Electric Railway

CO-OPERATIVE SOCIETY LIMITED

**SYDNEY TRAMWAY MUSEUM** PRINCES HIGHWAY, LOFTUS NSW

Postal Address: GPO Box 103 Sydney 2001 Telephone: (02) 521 7624

## SPER NEWS

SEPTEMBER, 1988

NEW SERIES No.44

### WORKS REPORT

With several major events scheduled to occur during November, involving the operation of our tramcars, we must again request all available members of our workforce and anyone contemplating joining the workforce (it isn't a closed shop) to heed the call and help with some trackwork and other interesting jobs which urgently require completion to facilitate traffic operations.

The number of workers attending the Museum since those days of frenzied activity prior to the opening has declined considerably, which is quite understandable but a little more assistance for a few more weeks would be appreciated.

The condition of the track on the Main line has deteriorated markedly since the last heavy rain, most noticeably at the future location of the points at each end of the passing loop and the end of the double track, where old sleepers were used and the track was only lightly packed by our tracklaying team, in the belief that we would be installing the points soon after they had finished their work. Some fishplate bolts have also begun to work loose with the higher speeds at which we operate and these require constant checking.

At a recent meeting, the Board approved the purchase of 20 tonnes of ballast to help consolidate the track and while this will not go far, it is a start. In the meantime, a speed limit of 15 km/h must be imposed on the Main line until further notice.

The future Up track in Tramway Avenue, which is laid but not yet in use, is now being levelled and packed in preparation for its commissioning when the scissors crossover and diamond crossing at Cross Street are completed.

Also in Tramway Avenue, construction of footpaths and gutters on the Up side of the street has commenced and some street lights have been installed and are now operable. This includes some ex-Brisbane safety zone lights which have been installed at the Miranda waiting shed.

The Miranda waiting shed, at the Pitt Street gate, is now complete and looking very nice. Derek Butler managed to obtain some brand new weatherboards from one of the suppliers of specially milled timber for heritage projects and this has made quite a difference to the finished project.

The points for the present Sutherland terminus, ex-National Park East Branch, are now being reassembled in the (new) depot yard and upon completion, will be moved to their new location to replace the existing points, which are unsuitable due to their poor condition.



Due to the present shortage of workers at the site, some projects have been taking longer than anticipated to complete and as a result, progress on PCC 1014 has suffered. Consequently, it will not now be possible for the car to re-enter service in October as planned. While painting of the exterior is now complete and is well advanced inside, several seats have yet to be re-covered and other finishing touches are necessary to bring it up to the desired standard and it is now likely to be January before the car will be ready for service.

Because of the peculiarities of the PCC car, Traffic staff will need to be specially qualified to drive it and applications have already been invited by the Crew Training Committee from current Drivers wishing to undergo training. It has been decided to limit the number of trainees to six per session, because of the heavy power demand of this car and the initial training session will take place during October.

The pegs are now in place in preparation for the extension of the Display Building and work is still progressing on cleaning up the area in preparation for work to commence on the footings on 4 October and it is anticipated that the steelwork will be erected in time for the Members' Day/Christmas Party on 10 December. More assistance is required from members to complete the cleaning up of the area, as it is essential that this work is not delayed. Remember, we only have until 31 March, 1988 to have everything moved from the old site and the site restored. We must have our trams under cover at the new site as soon as possible.

The remote starting facility for the substation is now in operation and this has made life a little easier on traffic days. The switch is located in a locked box outside the substation, in Tramway Avenue.

Turf has now been laid in the area between the Depot Main line and the Railway Square waiting shed and additional picnic tables have been installed for the expected influx of visitors in the next few months.

### COMING ATTRACTIONS

October and November promise to be busy months for the Society and the Museum, as there are a number of special events scheduled. These are as follows:-

- 1 to 3 October: A.M.R.A. Model Railway Exhibition - Liverpool
- 2 & 3 October : Operation of bus 2619 at Bankstown Air Show
- 23 October : R 1740 to Opera House for 15th Anniversary Pageant
- 6 November : Bicentennial Showcase - open day at Museum for residents of the Sutherland Shire
- 14-20 November: St George Great Train Festival - Weekday operation of trams for school groups and Saturday operation with CPH Rail Motors and SRA coaches from Hurstville to the Museum

6 November is a Sunday and there will be no fares collected on this occasion. Trams will operate along the line providing a local service to the activities along the old Highway, which will be closed for the occasion.

It is hoped to transfer Brisbane cars 548, 295 and 180 to the new site to provide additional traffic cars for the November activities.

Application forms for the next Traffic Roster will shortly be distributed and we will require a large number of crews for the Great Train Festival.

### NEW MEMBERS

The Board of Directors, on behalf of the members of the Society, have pleasure in extending a welcome to new member No.562, Wayne F. Dempsey. Wayne is well known in railway and tramway circles and we are pleased to have him join us.

### EXTRAORDINARY GENERAL MEETING

Members are reminded that an Extraordinary General Meeting will be held in the Restoration Building at the new site on Saturday, 15 October, commencing at or about 10.30 a.m.. All members should have already received the special Notice of Extraordinary General Meeting.

The purpose of the meeting, as outlined in the notice, is merely to adopt the Active Membership Provisions required by all Co-operative Societies under the Co-operation (Amendment) Act, 1986 and subsequent amendments. However, we must have this officially passed by the membership at a General Meeting.

As it is anticipated that the meeting will be of short duration, why not bring along some work clothes and make a day of it ! We can use your help.

### MEMBERS' OPEN DAY AND CHILDREN'S CHRISTMAS PARTY:

The annual end of year Members' Day will be held at the new site on Saturday 10 December and as usual, Santa Claus will be making an appearance during the afternoon, even though at least one of the little children who once sat on his knee delivering his Christmas list is now a member of the Society ! Maybe Mr. Claus will bring the Society a present this year !

Members and their families and or friends are most welcome to attend but please bring along a plate of cakes, etc., to help feed the multitude. Ice creams, drinks and sweets will be provided for the children and tea or coffee will be provided for the adults.

The usual barbecue will be held at the end of the day but this time, we should have our own fully equipped barbecue area in operation at Lakewood Park, complete with picnic tables. If the weather is fine and with daylight saving, we could have the best open day yet.

Some form of entertainment will be arranged for those members wishing to stay on but this has yet to be arranged.

### 1988 C.O.T.M.A. CONFERENCE:

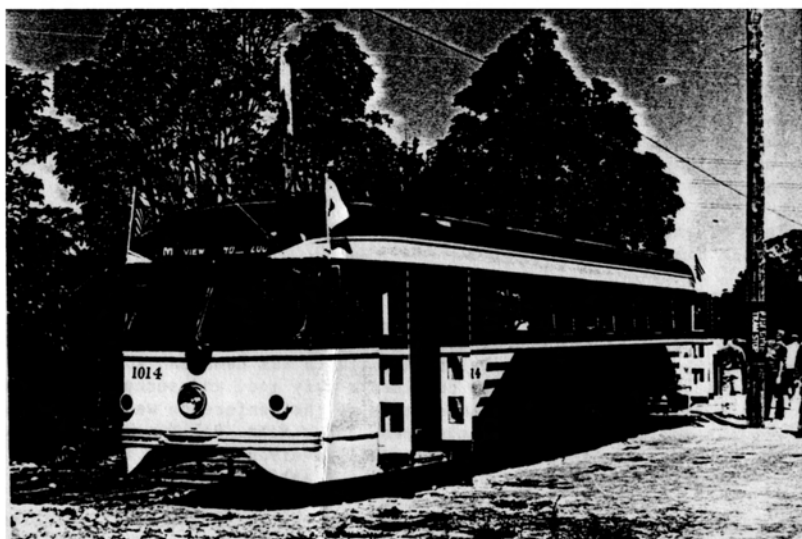
Much to the relief of the Conference Organising Committee, the 1988 Conference of the Council of Tramway Museums of Australasia has been and gone and we can sit back and look back on what we consider a very good and successful Conference. This is not to say that the success of the Conference was due solely to the organisers, Don Campbell, Dick Jones, Peter Kahn, Bob Merchant and David Rawlings as a Conference is only a success if everyone present makes it so and if the aims of the Conference and of COTMA are achieved.

COTMA exists not as only as a "mouthpiece" for the various member Societies in dealings with the Metropolitan Transit Authority of Victoria (The MET), but as a means of fostering friendship and co-operation between Societies. The COTMA Conferences always resemble a big social club and it is unfortunate that distance and transport and accommodation costs dictate that they are only held every two years.

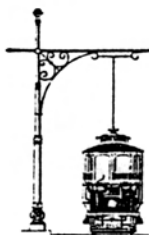
The Conference Committee wishes to pass on their sincere thanks to all of our members who assisted with the Conference, with special thanks to Kate Cowing, Glynn Rawlings and Pam Parkinson, who did such a wonderful job of organising a really great barbecue tea on the Sunday night. Nobody went away hungry that night and the only complaints heard were from those who had put on too much extra weight. We should also thank Bob Cowing for much of the organising for the Sunday night function.

Thanks also to those members who contributed to the Workshops. Norm Chinn and Bill Denham presented a most interesting talk on Researching Tramcar Paint Schemes, complete with a specially prepared booklet which was much appreciated by those who received a copy. Richard Clarke and Peter Hallen also contributed to the Electrical Supply and Safety Standards Workshop, which paved the way to the eventual formulation of Electrical Supply and Safety Standards to be adopted by all COTMA affiliated Societies. Howard Clark also gave a most informative talk on ways and means of obtaining financial assistance from Government and other sources for our Museums. Bill Parkinson and David Rawlings also handled the two workshops at the Museum on the Sunday morning very well.

The members of other Museums and organisations, Les Stewart (Wellington) and A'Vard (Puffing Billy) and personnel from the Department of Corrective Services and Peter Macinnis, our Keynote speaker from the Powerhouse Museum also gave very interesting talks and contributed much to the Conference.



San Francisco Municipal Railway P.C.C. tramcar 1014, not long out of our paintshop, stands at the Sutherland terminus on a special trip for COTMA Conference visitors on **Sunday, 4 September**, clearly showing the re-converted No.2 end.



Supplement to "TROLLEY WIRE"

# South Pacific Electric Railway

CO-OPERATIVE SOCIETY LIMITED

SYDNEY TRAMWAY MUSEUM PRINCES HIGHWAY, LOFTUS NSW

Postal Address: GPO Box 103 Sydney 2001 Telephone: (02) 521 7624

## SPER NEWS

NOVEMBER, 1988

NEW SERIES No.45

### WORKS REPORT

Since the beginning of October, a great many changes have occurred at both the new and old sites and the various activities have kept both our workforce and our traffic and museum staff very busy. Their efforts are greatly appreciated.

Work commenced on 4 October on the excavation for footings and foundations for the extension of the Display Building and this has now been completed. Further work was halted until after the Great Train Festival, to avoid problems with having the public on the site while construction work was in progress. It is expected that construction will recommence by the end of November.

Work has continued simultaneously on both the Up Main/Cross Street triangle diamond crossing and the scissors crossover points, with this work being carried out by Brian Muston and Mike Giddey, with the help of our Community Service Order personnel and various members. The facing points on the Down line at the scissors crossover are nearing completion, with the brickwork for the pit required to accommodate the underground ball lever having been laid on 8 October. The actual ball lever and point rods are nearly completed and it will not be long before it will be necessary for all trams to carry the typical Sydney style point bar to gain access to the Up line, thus adding yet another touch of authenticity to our operations, these points being unique to Sydney.

It has been necessary to excavate around the scissors crossover and the diamond crossing to complete welding of the track to the steel sleepers and to fit the necessary check rails. It was hoped to have had this work completed and commissioned in time for the Bicentennial Showcase and the Great Train Festival but this was not possible, due to the demands placed on our available workers.

Lifting and packing of the Up Main line between the diamond crossing and the dead end south of the Railway Square waiting shed still remains to be completed before the long awaited double track terminal at Railway Square is available for use but with some extra assistance this work could be completed in one day.

A small track gang, consisting of only three members, visited the old site on 15 October to carry out track relaying and maintenance. While this may seem odd, in view of the fact that the last tram operated in traffic on 13 March, it was necessary to reinstate the track, following the removal of the East Branch points and rails and to replace some sleepers on the loading ramp to ensure that all was in order for the transfer of trams to the new site on 22 October.

Also on 15 October, to facilitate the unloading of the tramcars at the new site, Ballast Motor 42u (L707 or "Gentle Annie") was lifted, using a crane and placed on the ubiquitous W2 trucks, due to problems associated with running the large railway profile wheels fitted to 42u's own trucks through our pointwork. Because of space limitations at the present time, 42u is stabled on the ladder track and had to be moved to allow the new arrivals to reach the depot yard.

Saturday 22 October saw the most successful and possibly the cheapest tramcar transfer to date, between the old and new sites, with seven trams being moved at an average cost of about \$80 each. Once again, the roll on, roll off method was used, with the first car being loaded at 8.40 a.m. and the last at 2.14 p.m.. This included breaks for morning tea and lunch, as preparatory work actually commenced before 7.0 a.m.. The number of cars loaded does not include R 1740, which was loaded at the new site, following the unloading of W2 392, to enable it to be used in the Opera House 15th Anniversary Pageant held on the following day. 1740 was returned to the new site and unloaded on Sunday night.

The cars involved in the transfer and their loading times at the old site were N 728 at 8.40 a.m., Brisbane "Centre Aisle" 180 at 9.55, Brisbane "Phoenix" 548 at 11.17, Brisbane "Drop Centre" 295 at 11.59, Brisbane "10 Bench" 71 and the reciprocating grinder (as one load) at 12.56 p.m. and W2 392 at 2.14 p.m.. The arrival of these cars has caused some space problems and several cars are now stabled either on the ladder track, or in the depot yard. Road 4 has now been wired and there is now a much greater range of cars to use on traffic days.

Following the departure of the last car, 295, from Road 2 at the old site, at 9.19 a.m., the track was immediately lifted inside the shed and the surface restored to permit the storage of buses. Only three of the former six shed roads now remain, these being Road 1, occupied only by Ballarat 37 and Roads 3 and 4, occupied by Breakdown Car 141s (O class), PR1 1573, O 957, O/P 1089, R1 1971 and flat car (ex Ballast Motor) 93u, a total of only seven cars. The lifting of the Road 2 track presented no problem, as it was not fish plated and was held in place by the clay filling to rail head and about six sleepers.

The opportunity was taken to test the interstate cars through our trackwork on the afternoon of their arrival and a convoy consisting of 295, 548 and 392 ran to Sutherland and return without any problems being encountered.

On 12 November, the first overhead wiring removal at the old site took place, when a crew of two members and two C.S.O. workers dismantled the East Branch wire and the Road 2 wire inside the shed. It is likely that all other overhead wire will remain until the last car has been transferred to the new site. Some of the reclaimed stranded steel "trolley wire" will be reused as span wire at the new site. However the wire from Road 2 is badly worn and will be scrapped.

Restoration work on PCC 1014 is almost complete, with only a small amount of painting required. Several seats have been sent away to be re-covered and these are expected to be returned shortly and it is hoped that the car will be ready to be returned to traffic at a special ceremony to be held on Australia Day, Thursday 26 January, 1989. Tentative arrangements are now being made for this ceremony and it is hoped that a representative of the United States Government will be one of the special guests.

Some concrete guttering and brick kerbing has now been laid in Tramway Avenue, outside the Display Building and this will be extended toward the Miranda Waiting Shed. The result is very pleasing.

An old style weighing machine, of the type still to be found at some suburban railway stations, was placed at the Railway Square Waiting Shed on 8 October.

Ben Parle has now taken charge of tramcar cleaning and with the increase in the number of traffic cars, is kept quite busy. He could use some assistance in this important task and it is felt that some of the traffic staff, who do not normally attend the Museum on Saturdays as members of the workforce, could spare at least one Saturday each roster period to help keep the cars clean.

## BICENTENNIAL SHOWCASE

As part of the Sutherland Shire's Bicentennial events, the Society hosted the Sutherland Shire Bicentenary Committee's Bicentennial Showcase on Sunday, 6 November. This resulted in over 3,000 visitors at the Museum throughout the day and our first experience at moving large crowds on our tramcars, with up to three trams running in convoy.

The first trip of the day, worked by P 1497, was fully loaded and the second trip had some standing passengers. Consequently, O 1111 assisted on the next trip and it was not long before both had the occasional standing passengers. A third car, R1 1979, was set aside for use in the "Great Tram Robbery", based loosely on an incident which occurred in Melbourne in the early hours of Monday 19 August, 1901, when the Richmond to Hawthorn Bridge horse tram was held up by four men near the corner of Power Street and Riversdale Road, Hawthorn.

Tram services were suspended between 1.0 p.m. and 2.0 p.m. while the "robbery" took place, much to the amusement of the spectators and afterwards, 1979 made up the third car of the convoy which was required to operate until the usual last trip of the day at 4.40 p.m.. However, a further two trips were required to operate to convey visitors to their cars in the parking areas between Pitt Street and the Sutherland terminus.

Visitors were kept entertained continuously by bush bands, stars of the TV show "A Country Practice" and many other favourites and despite the threat of rain, a good time was had by all. Although there were no fares collected on the day, we still made money in donations, refreshments and souvenirs, almost equal to a normal traffic day.

Although not used to handling such crowds, our traffic staff handled the situation very well and in fact, all members who assisted in the various areas of our activities on the day are to be congratulated for a job well done.

## ST. GEORGE GREAT TRAIN FESTIVAL

Our second major event in November occurred between Monday 14 and Sunday 20, when the Museum was heavily involved, for the first time, in the St. George Great Train Festival.

Despite the heat of Monday 14 and the sometimes torrential rain of the next three days, the five weekdays saw us handle about 1,400 school children per day on nine trips, each worked by P 1497 and O 1111. Again, all display and traffic staff did a great job and we learned what it was like to work footboard cars in the rain. Unfortunately, we had previously promised rides on footboard cars but we could not have handled the number of passengers with the "R" and "R1" cars.

The weekend operations were nowhere near as busy, with single cars operating on the Saturday to connect with The Rail Motor Society's CPH's 1 and 7 and only two trips on the Sunday needed a second tram to cater for our regular visitors and those arriving by rail motor but we carried good loads on each trip and we had the opportunity to work in together with The Rail Motor Society for the first time. It is pleasing to see that we can all help each other at times.

Unlike the weekday operations, we advertised that Sydney and interstate cars would operate on the weekend services and new arrivals W2 392 and Brisbane Drop Centre 295 and Phoenix 548 were back in action after their enforced holiday, between the closure of the old site and their recent transfer to the new site. They are certainly welcome additions to our traffic car fleet.

## TROLLEY BUS 19

Our double deck ex-Kogarah system trolley bus 19, which entered the State Rail Apprentice Training College as a complete wreck several years ago, has been restored to near new condition and is to be handed over to the Society at a brief ceremony at the College on Thursday, 8 December.

A few minor touches need to be made to make the restoration fully complete but these can be easily attended to by our members, once it arrives at Loftus.

On Friday, 9 December, the trolley bus will be towed by the HCVA's Leyland tow truck from Chullora to Tempe Depot, where the opportunity will be taken to pose it beside trolley bus No.1, which is on loan from the Powerhouse Museum. It will then depart Tempe between 9.30 and 10.0 a.m. on Saturday, 10 December, to the site of the former Ritchie Street Depot, its home from 1937 until 1959, for photographs with former trolley bus staff and inspection by the media, following which, it will continue to the Museum, where it will be placed in the Display Building as a permanent exhibit.

Members wishing to follow the trolley bus transfer on Saturday, 10 December, are invited to travel on one of our buses, which will depart the Museum at 8.30 a.m. and return in advance of the trolley bus to permit the coverage of its arrival at the Museum and also to participate in the Members Open Day.

We should now take the opportunity to thank those of our members and friends who have been associated with the trolley bus project, from the time it was discovered by David Wilson, way off the beaten track, in the bush at Catherine Fields and through the period when they literally combed the world for parts to restore it to operating condition. A large number were involved and no doubt they will be named in due course but special thanks must go to Dennis O'Brien for overseeing the project and liaising throughout the restoration period with the staff at the Apprentice Training College and to the staff of the College for the excellent workmanship which has gone into this historic vehicle.

## TUESDAY NIGHT WORK PARTIES

In addition to the regular Saturday work parties, we also have work parties on Tuesday nights, between 7.0 and 9.30 p.m., so if you live in the area and are unable to help out on Saturdays, then you may be able to attend on Tuesdays. For further information, contact Bob Cowing at the Museum on 542 3646.

## MUSEUM OPERATING DAYS

The Board of Directors recently gave approval for the Museum to open on Good Friday, as well as on other Public Holidays but we will still remain closed on Christmas Day, as obviously there would be few members, if any, who would be willing to give up that day to work on the trams and possibly fewer members of the public who would want to visit the Museum.

The hours of operation on Public Holidays remain the same as for Sundays, i.e., 10.0 a.m. to 5.0 p.m.. Wednesdays, as usual, are from 9.30 a.m. to 3.30 p.m..

Most members of the traffic staff have indicated that would be prepared to work on Good Friday and there are now few Museums and other entertainment venues which do not open on that day. Undoubtedly our revenue for our first Good Friday operation will be small, as we have always advertised that we do not operate on that holiday but time will tell.

### 1989 MEMBERSHIP FEES

As a result of the increased costs of postage, Trolley Wire and just about everything else over the past two years, it has been found necessary to increase the Society's membership fees as follows:-

Ordinary membership .....\$45.00\* plus \$10.00 Capital Works levy  
 Student/Pensioner .....\$35.00\* plus \$10.00 Capital Works levy  
 Family membership .....\$70.00\* plus \$10.00 Capital Works levy

\* All fees subject to the usual \$5.00 discount if paid before 31 December.

It should be drawn to the attention of members that the Trolley Wire component of the membership fee is now \$20.00, leaving only \$20.00, with early renewal discount deducted, to cover such other items as postage, Annual Report and other incidentals normally associated with membership fees. Every effort has been made to contain costs but we have loans to repay and we must still find the money to continue the development of the Museum. Most Government Grants are required to be matched dollar for dollar by the recipients, so the more we can raise, the more we will get and the faster the Museum will grow.

### CHRISTMAS GIFT SUGGESTIONS

Our own "Big Mac" and personal friend of Santa Claus, Paul McDonald, has a few new items available at the Bookshop, just in time for Christmas. Drop in and look around. Everyone is asked to buy. Special discounts are available on some items for members, on production of your membership card.

Some of the special items available are:-

1989 U.T.A. Ferries calendar, featuring six paintings ... special price \$12.00.  
 "The Sydney Trolley Buses" ... retail price \$16.00. Members' price ... \$14.00.  
 "Commuting by Cable" video (VHS or BETA) .... \$39.95

We have also received copies of the new N.S.W.G.R. 36 class steam locomotive book and the history of the Illawarra line and we should also have copies of "The Ryde Line" available soon. Phone the Bookshop on 542 3646 on traffic days for further details, or call in on the Members Open Day.

### MEMBERS' OPEN DAY AND CHRISTMAS PARTY

Last year, we were so engrossed in getting things completed for the opening of the Museum on 19 March, that we almost forgot about Christmas but this year, we have left the old site behind us and everything is centralised at the one site.

As mentioned in the last issue of SPER NEWS, the annual Members' Open Day and Christmas Party will be held on Saturday, 10 December, commencing at about 12.30 p.m., with tram rides, the customary visit by Santa Claus at about 2.30 and the night barbecue from about 5.30 p.m..

Afternoon tea will be served to the adults, with sweets, ice creams and drinks for the children. Members are requested to assist with the afternoon tea by bringing a plate of cakes, sandwiches, biscuits, etc..

As previously mentioned herein, the star attraction of the day will be the arrival of our recently restored Kogarah trolley bus No.19, so come along and see it and also inspect progress on the San Francisco PCC 1014, which may possibly make a run along the line to Sutherland.



### TRAFFIC AUTHORISATION

Members of the Traffic Staff are reminded that their Traffic Authorisation will expire on 31 December and will be renewed with their membership renewal. It is our policy that unfinancial members cannot work on the tramcars, due to our legal position in the event of an accident occurring. Working on the trams is a privilege of membership, so make sure you renew your membership early.

### PUNCTUALITY OF TRAMCARS

While the great majority of members of our Traffic Staff endeavour to maintain our advertised 20 minute frequency on Sunday and Public Holiday operating days, and to operate in a professional manner, we still have a few members who have yet to make the mental transition from the way we operated at the old site, with no actual timetable and in many cases, extended headways if there were only a few passengers offering.

This is evidenced by the fact that some Traffic Staff members allow the trams to depart the Museum late, which results in an uneven tramcar service frequency and creates a bad impression on our visitors. These same members are often resentful if spoken to by the Traffic Officer about late running.

We are only amateurs in that we are not paid for the work we do at the Museum. This should not prevent any of us from acting in a professional manner, as this is expected of us by our visitors, whose entrance fees pay most of the bills.

It is therefore intended to issue our Traffic Staff with a Working Timetable, which is now being prepared. It will be expected of all Traffic Staff to operate the trams to this timetable on all traffic days, Wednesdays excepted. This timetable will not be made available to our visitors, as this is not considered necessary and it will be for the information of Traffic Staff only.

### NEW MEMBERS

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

563 : Troy G. Thomas

564 : Richard R. Davis

We trust that they will be able to take an active interest in the Museum and the Society's various activities.

### VISITS BY VINTAGE CAR CLUBS

Following the success of the recent visit by one of the registered vintage car clubs, where members vehicles were permitted to park in Tramway Avenue, the Board has given approval for such groups to do the same on future visits, if so desired, subject to their agreeing to the following conditions:-

- \* Prior arrangements must be made with the Traffic Superintendent or the Booking Officer.
- \* Parking in Tramway Avenue will be subject to prevailing weather conditions on the day of the visit and at the discretion of the Duty Officer.
- \* Vehicles will be parked at the owners' risk.
- \* Parking will be subject to our control and a maximum of 10 to 15 cars.

# FROM THE GENERAL MANAGER

As the Bicentennial year draws to a close, it is time for some reflections.

I would like to thank all those members who have put in the "extra effort" over the past two years. The biggest single event was the build up to the March opening but more recently the "Bicentennial Showcase" and the "St George Great Train Festival" have shown that we have the capability to work with others to maximise our public exposure. These events meant long hours for both Works and Traffic staff. However, it is not just the time put in but the commitment of all those who helped either at the site or at home, often well into the night.

How then do we see ourselves eight months down the track? Is it that the site can be wet and muddy or dry and dusty, the steel poles aren't painted, there are no all weather paths, the shops look temporary and the second track is not yet in operation? Or is it that the Display Hall is magnificent, the trams run regularly, the crews are attentive, presentable and courteous and the park is very attractive? Various government officials have passed many favourable comments on the amount and quality of our work, our dedication and our future prospects. These are not hollow statements, as the additional funding for the Restoration Building (at their instigation), the Heritage grant (a rare non-building grant) and other behind the scenes work show.

Very pleasingly, our Traffic Staff numbers have increased but with the additional jobs required now, it is imperative to hold those numbers. There is a minority who let the side down by not turning up (without arranging a substitution) but on the whole, Traffic operations have settled down after the first hectic months.

Unfortunately though, the workforce numbers have fallen off, especially in recent times. For our Works Manager, Bob Cowing, this lack of available workers is slowing down many critical works, i.e., the completion of the scissors crossover and the second track, etc.. In fact, if it wasn't for the Community Service workers, a lot less would have been achieved. The additional burden of the Restoration Building and the Display Hall extension is causing headaches. Although additional funds for the Restoration Building cover materials and some sub-contract work, it does require physical input by US. Even though work has commenced on the Display Hall building, the job is considered by the building industry as a minor one and we are very much at their mercy. Bob has made many phone calls in an effort to get some action, with limited success. It is quite unfair, therefore, to level criticism because building progress is not leaping ahead. Our turn will come when the tracks and other items are needed to take the additional trams and equipment. I hope voice power will turn into horsepower. Although seven trams have been moved recently, there is still much work to be done at both sites to vacate the old site by the March '89 deadline.

On a more pleasant note, a large cross section of our visitors have praised our progress, appreciated our voluntary efforts and more importantly, have indicated that they would "spread the word". It is absolutely imperative that our future public relations and advertising has to be effective -- and cost effective at that. We are successfully operating at our new home but the challenge of the future is before us. Like always, it is up to us to meet it.

# FROM THE STAFF OFFICER - ROSTERS

Operations Branch staff are advised that until further notice, the telephone number of the Rostering Officer, George Urbas, between 7.30 a.m. and 4.30 p.m. Mondays to Fridays will be (02) 224 2524 (Telecom), or 3 2524 (State Rail).

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 \*  
 \* The Board of Directors would like to take this opportunity to wish all \*  
 \* Members and their Families a Very Merry Christmas and a Happy and \*  
 \* Prosperous New Year and to thank all members of our workforce, traffic \*  
 \* staff and those who do the unseen behind the scenes work, for their \*  
 \* effort during the transition from the old to the new sites. Your efforts \*  
 \* have made the new Museum the success that it is to-day \*  
 \*  
 \* We specially thank those who gave up portion of their annual leave to \*  
 \* help prepare the new site for the opening day and for other special \*  
 \* events during the year. \*  
 \*  
 \* 1988 has been a great year for the Society. Let us hope 1989 will be \*  
 \* even greater ! \*  
 \*  
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Bob Cowing gives directions as Brisbane "Phoenix" car 548 is driven onto the low loader by Bill Parkinson at the old North Terminus, Royal National Park, loading ramp, for the transfer to the new site, on Saturday, 22 October.