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NEXT GENERAL MEETING.

The next General Meeting will be held on Thursday, September 6, 1956 at 8.00 p.m. at the Devonshire Street Railways Institute.

During the quarter, a further reply was received from the N.S.W. Blue Metal Quarries Ltd. advising us that the Company required all their land at Toongabbie. A second request was made to the Company when the Museum ascertained that they had misunderstood our previous request.

After a long delay, the Railways Department advised us that the tunnel on the Helensburgh-Lilyvale section had been leased to mushroom growers, which made the remainder of the location impractical for our purpose. On the spot investigations revealed that the tunnel was not being used by the leasees and the Executive decided to interview the owners with a view of sub-letting. They informed us that after three-years ownership, they intended, within the next few weeks, to commence growing mushrooms.

The Railways Department was again approached concerning the remaining portion of the Illawarra deviation (Waterfall-Helensburgh). We were assured that this section, together with the 1,250 feet Crawley tunnel, was available. The Executive then made an inspection of the area concerned, on foot, only to find that contractors were removing road loam from the area, and had used the railway cutting approaching the tunnel as a dumping ground for the overburden, thus causing the tunnel to silt up to the extent of 4 to 5 feet. This made the cost of preparing the site beyond our present means.

The last General Meeting was then asked to decide on one of four sites – Oatley, (1,000 feet); Picton (1/4 mile); National Park, (1-1/4 miles); and Wollli Creek, (1/4 mile). After much discussion it was decided to approach the National Park Trust and apply for a lease of land parallel to the N.S.W.G.R. branch, and as a stop-gap (our time with the Tramways Department ended on June 30) we applied for a 2 year lease of the disused portion of the Wollli Creek exchange sidings. Both of these applications have been submitted, and we are now waiting for replies from the people concerned. Should a favourable reply be received, the Museum will be removed to the new site before the next General Meeting.

Printed on behalf of the Executive of the A.E.T.M. by Publishing Staff, 18.7.56 at 13 Inalghah Road, Como West, N.S.W.

FIRST HISTORICAL TRAM TOUR

On Saturday, August 13, a tram tour is being conducted by Messers. Fields and Davies in conjunction with the Museum, in 'K' car 1296. The tour is scheduled to depart from Dowling Street at 12.30 p.m. and proceed to Watsons Bay, thence return to the city and travel to Bronte Beach via Ocean Street, Bondi Beach, and return to Dowling Street via Greens Road and the Showground loop.

The fare for this unique trip is 12/6, pay as you enter. All intending riders are requested to be at the depot before 12.30 as the car must depart on time to keep up with the tight schedule.

K.1296 was placed in service on June 27, 1913 and operated on the main system during the next 4 years. The car was fitted with track brakes and transferred to North Sydney on May 5, 1917, to operate the Neutral Bay line. K.1296 remained on the line until July 1956, when the car service was replaced by buses.

DETAILS OF CARS ON MUSEUM ROSTER

'E' cars 529-530.	Built December 29, 1902, track brakes fitted August 5, 1911.
'N' car 728	Built April 4, 1906, stored October 8, 1941, re-entered service September 23, 1943, transferred to drivers' instruction car at Dowling Street February 1, 1950, car written off March 30, 1953.
'L/P' car 154	Built May 8, 1900 as 'F' car, converted to 'L/P' March 29, 1926, written off October 17, 1951, having been transferred to Randwick Workshops.
'C' car 290	Built by Hudson Bros. October 7 1896 as a trailer, converted to motor car September 6, 1911, converted to breakdown car on August 22, 1914, and renumbered 115s.
Freight 24s	Built at Randwick Workshops April 6, 1903, only car specially built for freight.

Last month Members Ken McCarthy drew a working plan of the proposed Museum car barn to be built over the tracks at Wolli Creek (we hope). The proposed shed will be 120' x 25' x 14'. This should house 6 double truck cars under cover. Enquires reveal that the cost of the shed should be around £170.

Mr. Ben Parle has been working hard on the model tramway exhibit for next year's Legacy Exhibition at the Town Hall. This exhibition will feature models of the Museum's tramcars, together with certain pieces of historical equipment in the Museum's possession. It is hoped, if the Town Hall floor will hold it, to install the famous King Street signals as a working exhibit.