

SPER NEWS

A newsletter published as required by the South Pacific Electric Railway Co-operative Society Ltd.

PO Box 103 Sutherland NSW 1499

Editor: Robert Merchant

Sydney Vintage Tramway Festival – 22 February 2015

We welcome the following new Friends to our ranks:

2827	Barry, Colin	Jannali NSW
2828	Simpson, Kate	Jannali NSW
2829	Barry, Emma	Jannali NSW
2830	Barry, Evan	Jannali NSW
2831	Hatton, Michael	Gregory Hills NSW
2832	Collins, John	Kirrawee NSW

Events 2015

A meeting to discuss and begin planning for 2015 Museum Events will be held at the Museum on Saturday, 7 February, 2015 from 2:00pm. If you are interested in planning and preparing for our special events, please come along and share your ideas.

Co-operative Society rules

With the implementation of the Co-operatives Societies National Law in NSW it was necessary to update the rules of the South Pacific Electric Railway Co-operative Society Limited to be compliant with the new National Law. This has been accomplished and the requirement is that a Special Resolution to adopt the updated rules has to be put to the members at a Special General Meeting of members of the Co-operative Society.

This meeting of members is scheduled to be conducted in mid-February. An official notice of the Special Resolution to be proposed at the meeting together with the updated rules will be forwarded to all shareholding members of South Pacific Co-operative Society Limited later this month.

Medical examinations timeframe

In response to our submission, Office of National Rail Safety Regulator has accepted that Rail Safety Critical Workers over the age of 60 years may have their periodic health assessment conducted every year up to six weeks before the anniversary date.

Their anniversary date would then remain the same each year. This will make the medical examination procedure a little simpler as it allows some flexibility in making appointments and for any additional examinations if required. Record keeping will also be simplified. The procedures for

the new timeframe will be implemented in February 2015.

Track and associated work

Since the last issue of *SPER News* there has been some further trackwork carried out at North Terminus. More concrete has been laid on the eastern track towards the middle gate but cannot proceed further as we are waiting for Danny Adamopoulos to check the levels.

Downhill from the concrete crossing concreting and welding has stopped for the same reason. Further rails have been de-scaled ready for use.

A final decision is still pending as to whether the Sydney points prepared several years ago will be used at the south end of Rawson Loop. They are stored close to where they are required.

A pair of Melbourne cast blade units have been dismantled, de-scaled and painted near Depot Junction. They can be used at either end of Rawson Loop depending on the pending decision.

Overhead work

During December, final adjustments were made to the overhead frog at Railway Square Junction. This frog had been proving quite troublesome of late and causing approximately 98% of the dewirements on our network. As a result of the adjustments, it now seems that the problem has now been rectified, with trams now traversing this junction satisfactorily. The only tram which may dewire is San Francisco car 1014, and Bill Parkinson and the overhead department are working on a solution.

The overhead at the scissors crossover has also been adjusted and the reliability of this section of overhead has been improved.

The new side arm brackets for the three replacement poles on the Sutherland line are ready to be installed and this will be done as a priority. Unfortunately, our diesel generator is playing up and we can't complete this job until this is sorted as 240v power is needed to drill holes in the new poles.

The overhead department has taken delivery of six brand new Melbourne style frog pan assemblies which have been manufactured by an overhead line equipment manufacturer in Melbourne. These assemblies are no longer a standard stock item and

a special order had to be made. We thank Austbreck Pty Ltd for supplying these to us at an attractive price. These pans are to be installed at the scissors crossover and the remaining pans (along with ones currently on hand) will cater for our future needs in the medium term.

Work is currently underway on manufacture of fittings/spans, etc., to install additional pull-offs between the poles on the sharp curve near No2 substation. We will be utilising some of the pantograph compatible pull-off arms sourced from the manufacturer who supplies these pull-off arms to Sydney Trains. Once this is completed, the remaining pull off arms will be installed along the Park line.

Sydney Tramcar news

Sydney R car 1740:

Our painting team have completed the repaint of this car. It only remains for Joe Spinella to obtain some more gold leaf for him to paint the number on a centre panel, along with the letter 'R' on both centre panels. Rod Burland and Ian Hanson have re-fitted the bumper bars to the car.

Sydney C car 37:

Rod Burland is continuing external preparation and painting on C37. Steve Lea and his wife, Lois, from Christchurch, will be guests of the Clarks for a week from Saturday 17 January. Steve will be spending time with Rod working on the re-wire and plumbing of the car. As Ballarat 37 is occupying the workshop pit road, C 37 will be occupying some of the road 2 pit whilst Steve is here to facilitate these works. Steve is expected to make a second trip to Loftus in coming months to finish this task.

Melbourne grip car 322:

Cable grip car 322 has had its roof framing completed and the roof cladding boards attached. Canvas has been attached to the roof over a lining underneath of muslin and a coat of navy dressing.

Sydney P car 1729:

Geoff Spaulding was expected to visit and assess remaining body restoration works required on the car, apart from finishing the roof re-canvas. It is not possible in the summer heat to engage in these works where the car is situated at the back of road 8 beneath the steel roof.

The ceiling needs to be finished where the sprinkler holes from Club days have been plugged, and a major task will be fitting the side windows to the car. A team effort will be necessary to fit the newly made canvas doors.

The Tramway Historical Society, Christchurch are proceeding with the assembly of newly fabricated bogies for this car and the second bogie for PR1 1573.

Ballarat 37:

Re-wiring work on Ballarat bogie car 37 is also continuing under the stewardship of Frank Cuddy.

Melbourne Y1 611:

Restoration works, apart from some minor cosmetic attention have been finished in Bendigo, and the car was scheduled for delivery on Saturday 19 January as a 'backload' following the delivery of Sydney R1 1995 to Bendigo from Rozelle. Some point castings and frogs acquired ex Yarra Trams/Victrack from the St. Kilda relay in 2009 were expected on the same delivery.

Sydney R1 1995:

The developers of the former Rozelle depot site, Mirvac Projects, have arranged for Bendigo Tramways to carry out restoration works on this car, which in accordance with Council requirements, must be retained in the finished development. STM have been appointed by Mirvac to oversee restoration works on the car, which was formally de-accessioned by STM in December 2014.

Motor vehicles

The transfer of three trams to the new Loftus Junction shed is still waiting on the availability of the Matador recovery vehicle. The new front brake drums have had their initial machining completed by Leussink Engineering in Unanderra and are now having the final machining and fitting of the brake linings done at a place at Kirrawee. Once the Matador is available the tram transfer will be carried out. Melbourne Y1 611 will probably arrive from Bendigo before this can happen.

General news

Craig Parkinson and Michael Giddey picked up the new roof and side covers for the Broomwade air compressor from a sheet metal works at Kirrawee. Craig has since fitted these by cutting slots and riveting small cover plates where they are held in place by lugs on the sides of the compressor. It should soon be ready for shot blasting off site and painting in the manufacturer's original colours.

On Monday 29 December 2014, Hayden Holmes, Robert Norton and Scott Curnow used R1 2001 and the weed spraying trolley to spray the whole of the main line from Army Crossing to Royal National Park terminus. Thanks to those members for carrying out this work.

Contributors to this issue

Michael Giddey, Hayden Holmes, Martin Pinches, Richard Clarke, Glenn Killham, Howard Clark.

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We welcome the following new Friends to our ranks:

2833	Waugh, Craig R.	Rockdale NSW
2834	Viney, Sian S.	Marrickville NSW

50th anniversary of operations

Our principal guest on the day was Mr Howard Collins, OBE, Chief Executive, Sydney Trains, who had the honour of driving L/P 154 through a gold ribbon at 11.45am, to mark the event 50 years before when the Hon. Pat Hills, Deputy Premier, deemed the Museum at our old site to be operational with L/P 154 performing the honours at that time. Prior to the ribbon breaking, Chairman, Howard Clark welcomed the special guests and visitors, with Howard Collins responding.

Two special brass plaques were unveiled by Howard Collins for fitting inside the car. 154 is now referred to as the 'Founders Tram', being the first electric tramcar to be preserved in Australia in 1950. The plaque, later installed in the compartment behind the number 1 end, acknowledges that acquisition for preservation of 154 was inspired by member No.1, Norm Chinn, assisted by Ken McCarthy, Ben Parle and Robert Young. The other smaller plaque celebrates 50 years of continuous operation of our Museum, and was installed at the number 2 end.

Other special guests were Mr Lee Evans, MP, Member for Heathcote; Councillor Carmelo Pesce, Deputy Mayor, representing the Mayor; Councillor Kent Jones; Ms Carolyn Booth, Tourism Officer, Sutherland Shire; Mr Peter Lowry OAM, Chair, Transport Heritage NSW and Mr Andrew Killingsworth, CEO, Transport Heritage NSW.

Car 154, which remained in the capable hands of Howard Collins throughout, along with O 1111 proceeded towards Sutherland to Army Crossing with a return trip to Royal National Park finishing at Railway Square waiting shed. A further stop near Loftus Oval saw 154 drive through a silver ribbon to mark the original event 50 years before.

Light refreshments of sandwiches and fruit supplied by our trusty 'Natural Caf ' in Sutherland, along with party pies and sausage rolls with a variety of drinks, went down a treat with our guests and all who were in attendance on the day. There was nothing left of the large birthday cake, which featured a picture of 154 in the icing, and the inspiration of Adam Hayhurst.

A most enjoyable day was had by all.

50th anniversary preparations

Katie Strancar spent some time prior to the day cleaning the interior and windows of LP 154 with Fay McCabe also spending time on other tramcars to be used. Fay and William McCabe also spent all day on the Saturday prior cleaning the items in the Display Hall.

Adam Hayhurst is to be congratulated for his proactive organising of the 50th anniversary cake. Many thanks Adam – the cake went down well with all attendees.

Bill Parkinson organised a reverser key with Peter Butler painting the item gold, to be presented to Howard Collins in a similar fashion to the chrome reverser key presented to Deputy Premier Pat Hills 50 years previously in 1965.

Ian MacCowan continued mowing the grass with assistance from a CSO worker, while Ieva Gay in her usual fashion ensured that the gardens were neat and tidy.

Of course on the actual day itself the traffic staff, with Hayden Holmes as OIC, ensured that the program organised by Geoff Graham and Peter Kahn went according to schedule. A job well done, ladies and gents.

Sydney Vintage Tramway Festival

The Sydney Vintage Tramway Festival has been the traditional opening to the railway enthusiast season for a number of years now, and this year's Festival on 22 February did not disappoint. The day dawned overcast and a heavy shower passed over the Museum just before opening time but fortunately the rain was just enough to lay the dust and the clouds soon cleared to fine summer weather. This year the trams were arranged to operate in pairs representing the different eras of tramway operation in Sydney so visitors could take a virtual journey through time from the earliest Sydney trams through to the corridor trams of the 1950s. Once again Hayden Holmes devised an intensive timetable that brought Tramway Avenue alive with almost constant moving trams.

A special surprise for visitors was the static display of our latest arrival, Melbourne Y1 611 in Cross Street. This tram had only arrived in Sydney a couple of weeks before the Festival and was the subject of many photos and deep conversation during the day. Another innovation this year was to display some of our 'work in progress' restorations in the display Hall including the Sydney Tramway's Broomwade Air Compressor suitably attached to the AEC Matador Recovery Truck and the rebuild of the Melbourne Cable Dummy. These items helped remind our visitors not only of the work that goes into restoring our trams but also the opportunities that exist for volunteers at the Museum.

To complement the trams, we were pleased to once again host a couple of vintage Sydney buses from the Sydney Road Transport Museum, with thanks to Ben, Edward and James Parker. Additionally, Sergio Fiorenza brought his magnificent ex-London Transport big red RML double decker down from Parramatta loaded with happy passengers who enjoyed the day out with the trams. The buses operated a number of return trips to Sutherland for our visitors and this was very well received. We thank Sergio, Ben, Edward and James for their support of the Festival and the Museum.

Visitor numbers were very pleasing throughout the day, resulting in probably the best single day since our 50th anniversary of closure weekend in 2011. This was particularly due to some good publicity arranged by David Critchley, Ian Hanson and Peter McCallum, and saw articles in a number of Sydney newspapers, including the *Daily Telegraph*, and on radio. Once again, we extend our thanks to everyone involved, especially the maintenance team and the traffic crews who are such fine ambassadors for the Museum.

CARNIVAL 2015

Largely through the efforts of some of our younger members, the Museum was again represented at the annual

Australia Day CARnival in Macquarie Street. This year our 1943 AEC Matador Recovery Vehicle (former CT-082) joined the 1950 Bedford Tower Wagon at the corner of Bent and Macquarie Streets, which is at the centre of the CARnival vintage car displays that start in Hyde Park and stretch down Macquarie Street to the Bridge Street corner.

Our preparations for the day began many weeks ago when it was discovered that the Matador needed new brake drums. As spares are no longer available, these had to be manufactured new and Craig Parkinson made arrangements to dismantle the front end of the Matador. The new drums were then cast by Cling Casting at Kirrawee and machined by Luessink Engineering at Unanderra. The Matador was then reassembled and cleaned by Craig, Sunny Brailey and Adam Hayhurst. Meanwhile the Tower Wagon was also cleaned, checked and readied by Chris Olsen and David Bennett.

Leaving Loftus at around 7:00am, the two vehicles had an uneventful journey into the city, where they arrived before 8:30am. Both vehicles were adorned with large Australian flags in support of the day, including a very large flag flying from the extended tower on the Bedford. Our enthusiastic young 'conductor' Sebastian Critchley once again proved to be a popular subject for photographs, particularly with the ladies, and he collected some donations, although the wet weather meant that crowds were down this year and donations were fewer.

However, plenty of Museum flyers were handed out which we hope will turn into entries at the Museum gate in the near future. Around 3:30pm and with the weather closing in, the trucks were turned for home and they arrived at Loftus without incident just over an hour later to complete a successful day.

Many thanks to Craig Parkinson, Adam Hayhurst, Chris Olsen, Sunny Brailey, David Bennett, David Critchley and Sebastian Critchley, all of whom made significant contributions to the success of the day.

New South shed now occupied

Preparations for the movement of three trams to the new Loftus Junction shed were commenced last May with the aim of completing the transfer while the National Park line was closed for overhead repairs at the Highway crossing. This operation required temporary track to encroach on and block the line. The transfer had to be postponed at that time as further problems were found with the Matador which was required to winch the trams up the ramp and over the temporary track into the new shed.

With the Matador now fully operational and with the arrival of Y1 611 from Bendigo imminent, a quick conference on 21 January resulted in the decision to carry out the transfer the following day. Tom Trambly, Ian Saxon, Mike Giddey and Jacob Kennedy re-laid the temporary track from the western road of the new shed down onto the National Park line with the new ramp making the final connection.

While this was happening Bill and Craig Parkinson shunted the Berlin trailer, Munich 2666 and the yellow flat car to clear the Top Shed yard and doors. Inside, the temporary overhead work benches were moved to allow non-operational ballast motor 93U to be moved outside.

To extract Kalgoorlie 22 and Brisbane 71 from the Top Shed, tower wagon 4 had to be moved as it has been parked diagonally across 13 and 14 Roads with its front wheels removed, apparently for brake repairs, for nearly two years. The front end was lifted with a trolley jack. Initially we were pushing the truck with some difficulty and time was ticking away. Tom started the engine and drove it backwards very slowly with Craig steering by

using the long handle of the trolley jack as a tiller. After a short forward movement it was backed into the spot just vacated by Brisbane 71. It was then placed back on blocks.

After lunch car 22 was winched to the doors of the New Shed where a problem was encountered. The car body is sitting on a pair of W2 trucks and it was leaning to such an extent that the edge of the car roof would foul the shed doorway. The body had to be jacked up level and the truck bolsters packed before it could enter the shed.

The next problem was the minor derailment of the leading wheel set of the rear truck of 93u. The wheelset was jacked up and slewed back over the rail on steel plates. The winching then resumed until 93u was in contact with car 22. The winch then moved both cars further into the shed. Bill then drove Brisbane 71 as far as the ramp where the winch cable was attached for its turn over the temporary track. When 71 butted up to 93u the winching continued moving all three trams until 22 was within about 150mm from the rear wall. We then packed up and left the site after 6:00pm.

On the following Friday morning, Tom, Mike, Ian and Jacob dismantled the temporary track and stacked the materials in time for the first tram to run to the Park for the school holiday operations.

Arrival of Y1 611 and 11W

On Saturday 31 January, Tom, Ian, Jacob and Mike set up the unloading ramp on the eastern track just clear of the Pitt Street crossover supported by sleeper pigsties. This saved the cost of hiring a crane for the pending unloading of Melbourne Y1 611 and scrubber 11W (formerly Sydney K 797 and later 139s).

The 'Yapper', 611 arrived from Mario Mencigar's western Sydney property on the following Monday afternoon and spent the night on the low loader trailer in Tramway Avenue.

On the Tuesday morning Mario returned with his prime mover and coupled to his low loader. He moved forward past the unloading ramp and backed up to the ramp to unload. The Matador pulled the tram slowly down the ramp against the hand brake. Once on the track it was driven to the Depot yard.

Mario then set off back to his property to load Melbourne scrubber 11W. He was back at 4:20pm. The car was unloaded and was driven to the front position on Road 14 in the Top Shed.

Track and associated work

This year our trackwork team has concentrated on replacing life expired timber sleepers between the first curve and TAFE crossing. Over 50 have been replaced to the crossing and a further 10 north of the crossing in an area with poor drainage. We have now used up our stockpile of new treated timber sleepers.

Two track drains have been fabricated from old rails so they will be available for use when required.

Two Melbourne cast steel point blade units were dismantled and cleaned of rust and old concrete. Enquiries are in progress to try to source replacement lids for various inspection boxes with missing lids.

More Melbourne pointwork, removed from near Luna Park at St. Kilda several years ago and stored at Bendigo, has been delivered and unloaded at our North Terminus storage area.

Overhead work

The overhead at the scissors crossover has been adjusted and the reliability of this section of overhead has been improved. Any work on this section of overhead is only

temporary as the whole scissors overhead will shortly be re-done to include the new Melbourne frog pans purchased recently. This will allow pantographs and skid trolley poles to negotiate the scissors.

The new side arm brackets for the three replacement poles on the Sutherland line were installed during March and April. The old poles will be removed by Engadine Fire and Rescue as a training exercise.

The Infrastructure Manager plans to install five more replacement poles on the Sutherland line. There are a number of poles on this line that have succumbed to the ravages of time and termite activity.

A storm in March caused a large branch to fall onto the contact wire near TAFE crossing. As a result, a bent side arm was repaired with minimal disruption to normal tram services.

Work is still currently underway on manufacture of fittings and spans, etc., to install additional pull-offs between the poles on the sharp curve near No. 2 (National Park) substation as reported in the last issue. Now that the poles have been replaced towards Sutherland, work will begin in earnest on this project, hopefully in April.

The number of dewirements on our overhead network has significantly reduced recently. As a result of traffic staff reporting any dewirements, no matter how small, the overhead department is able to identify any problem which may need attention. The dewirements are to be reported on the daily Starter's Journal which is regularly reviewed by the Overhead Department. The patience and cooperation of the traffic staff is very much appreciated – we are trying to get the overhead as reliable as possible.

Tramcar news

Melbourne grip car 322:

In the Workshop the roof has been refitted to the cable tram grip car after the fitting of glass to the clerestory windows and completion of roof canvassing. The scrollwork support brackets have been installed where the roof joins the roof support posts. Current work involves narrowing and fitting the platform seats.

Miscellaneous tramcar news:

Ballarat 37 has had its refurbished controllers re-installed and traction wiring is in progress.

Rod Burland is continuing his work on C 37 and Geoff Spaulding has re-installed some of the windows in Sydney P 1729, which is an extremely time consuming exercise, due to all matter of obstacles and broken glass in the tracks. Replacement of broken springs on a number of the window tongs also was required. Fortunately, a number of unused spring tops of the correct dimension were located at the back of road 1, which Geoff used as replacements. Work is progressing well on the new trucks being manufactured for us by THS Ferrymead.

Work is also in progress to sort out the cross feed problems with the air operated doors on Melbourne Y1 611.

Melbourne cable trailer 589 has been rescued from the old site shed and was placed in the new south shed around 4:15pm on 11 April.

Regular maintenance has been carried out on the operational fleet of trams.

Co-operative Junction signal

Tony Cody is continuing his work on the restoration of the signal mast with Rainer Nickels assisting with the production of the timber top to go on the finial using the wood lathe. This was completed using an old photo of the mast.

Rubber tired news

The Broomwade air compressor left on 11 April to be shot blasted and spray painted in Wollongong. Only the new mudguards have yet to be fitted.

Just when we thought that the Matador recovery vehicle was complete it was discovered that it had a blown head gasket in the replacement engine. This was not able to be detected prior to the recent engine change. The heads have been sent away for 'shaving' and the fitting of new valve guides.

New Traffic uniform

Orders will soon be placed for a second run of caps, ties and badges. If you want to order any of these items, please contact Hayden Holmes pclass1497@gmail.com or by post to PO Box 138, OAK FLATS NSW 2529.

For caps, please provide size, and quantity required.

For ties, please indicate FULL TIE, SHORT CLIP-ON or LONG CLIP-ON and quantity required.

For badges, please provide membership number and quantity required.

Note: all members requiring badges should advise Hayden despite any previous arrangements.

Orders will close three weeks from when you receive this copy of SPER News, after which the various items will be collated and prices worked out.

Do not pay now. Wait until final costs are advised.

Enfield Tram Depot Honour Roll

Our World War I Honour Roll from Enfield Tram Depot has come in for some attention from *Trolley Wire* editor, Robert Merchant following the article on NSW Tramway war memorials in the February issue of the magazine.

This honour roll records six tramway employees from Enfield Depot who were killed in action. It is indeed a memorial board as it does not include other depot employees who served in that conflict.

Bob has researched the military history of these six employees and the results can be found on page 4 of this newsletter.

In addition, all six have been remembered under the Museum's name on a website organised by the Royal British Legion and the Commonwealth War Graves Commission. Its aim is to keep alive the memory of every single man and woman from across the Commonwealth who fell in the First World War. These men can be found at www.everymanremembered.org.

General news

Last year Canterbury Council approached the museum in regard to a project they were sponsoring called 'The Story Project'. It involved voice recordings of people from many backgrounds to put together a verbal history of the municipality before that history is lost.

Their request to the museum was for some information on the trams to Earlwood, preferably with someone who may have had first hand knowledge of the area.

Member Michael Ward grew up in Earlwood, so he coerced one of the friends he had grown up with to accompany him. They preferred two people to be involved so it could be recorded as a conversation.

Mike's 33-minute contribution to the project is now available on Canterbury Council's website at

www.canterburystories.org.au

Contributors to this issue

Glenn Killham, Michael Ward, David Critchley, Michael Giddey, Hayden Holmes, Martin Pinches, Howard Clark

ENFIELD TRAM DEPOT

ROLL OF HONOUR

Pte D.E.S HADDOW

632 Private, 'F' Company, 2nd Battalion, 1st Infantry Brigade, AIF.

Enlisted 17 August 1914.

David Eastwood Sydney Haddow was aged 23 years when missing, confirmed killed in action at Gallipoli on 2 May 1915.

Remembered at Lone Pine Memorial, Gallipoli, Turkey.

David lived at Eastwood, NSW.

He was a Pitman in the Tramways Electrical Branch.

Pte A.A. WILSON

760 Private, 1st Battalion 1st Infantry Brigade, AIF.

Enlisted 1 September 1914.

Wounded (GSW chest) at Gallipoli on 8 May 1915.

Wounded (SW arms, legs, body) in France on 1 May 1916.

Albert Arthur Wilson was aged 26 when he died on 2 May 1916 of wounds received in action on 1 May 1916.

The date 3 May 1916 shown on the Honour Roll is not correct.

Laid to rest in the Canadian Cemetery, Sally-Sur-La-Lys, Nord-Pas-de-Calais, France.

Albert lived at Strathfield, NSW.

He was a Tram Conductor in the Tramways Traffic Branch.

Pte M.M. McKINNON

3185 Private, 4th Battalion, 1st Division, AIF.

Enlisted 4 August 1915.

Malcolm McLeod McKinnon was aged 29 when missing, confirmed killed in action in France on 17 May 1916.

Laid to rest in the Military Cemetery, Rue-Petillon, Fleubaix, Pas de Calais, France.

Malcolm lived at Enfield, NSW.

He was a Tram Conductor in the Tramways Traffic Branch.

L/Cpl G.E. HANSON

3087 Lance Corporal, 7th Reinforcements, 17th Battalion, AIF.

Enlisted 16 August 1915.

Appointed Lance Corporal 1 May 1916.

George Edward Hanson was aged 28 when reported missing, confirmed killed in action on 28 July 1916.

The date 28 May 1916 shown on the Honour Roll is not correct.

Originally buried between Poziers and La Boizcelle.

Laid to rest in the Poziers British Cemetery, Ovillers-La-Boisselle, Somme, France.

George lived at Croydon, NSW.

He was a Tram Conductor in the Tramways Traffic Branch.

Pte R. QUILTER

2001 Lance Corporal, 5th Reinforcements, 9th Battalion, 3rd Infantry Brigade, AIF.

Enlisted 28 January 1915.

Wounded in action (GSW right shoulder) in France 23 July 1916.

Appointed Lance Corporal 8 January 1917. His rank on the Honour Roll is not correct.

Wounded in action (GSW head) in France 25 February 1917.

Richard William Quilter was aged 28 when he died of wounds on 26 February 1917 in ambulance car.

Laid to rest in the Dernancourt Communal Cemetery Extension, Somme, France.

It is not known where Richard lived in Sydney. His parents lived in London, and he enlisted in Brisbane.

Richard was a Tram Conductor in the Tramways Traffic Branch.

Pte W. BEATTIE

1142 Private, 'D' Company, 20th Battalion, 5th Brigade, AIF.

Enlisted 28 March 1915.

Wounded in action (SW left knee and shock) in France 5 August 1916.

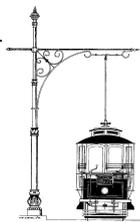
Wounded in action (GSW right toes) in France 20 August 1916.

William C. Beattie was aged 26 when killed in action in Belgium on 9 October 1917.

Laid to rest in the Passchendaele New British Cemetery, Zonnebeke, West-Flanders, Belgium.

William lived at Campsie, NSW.

He was a Tram Conductor in the Tramways Traffic Branch.



SYDNEY TRAMWAY MUSEUM

Owned and Operated by the Volunteers of the
South Pacific Electric Railway Cooperative Society Ltd
ABN 70 329 300 628
Corner Pitt Street & Rawson Ave (Old Princes Hwy) Loftus NSW
PO Box 103 - Sutherland NSW 1499 - Australia
Phone: (+61 2) 9542 3646 – Fax: (+61 2) 9545 3390

15 June 2015

GIFT APPEAL – CAPITAL WORKS June 2015

Dear Members and Friends,

Work has commenced on replacing track on army hill with excavation for additional drainage pipework necessary to cover excess water run-off from the area. As we were unable to source a supply of used concrete sleepers for this task, rails have been welded ready for installation in concrete, once the hill is re-graded by our earth moving contractor.

We are grateful to Sydney Trains for replacing the fencing along our boundary line. This will leave just the old fencing along our Pitt Street boundary to be replaced at our expense to help secure the site against intruders.

We are in the process of re negotiating our lease of the old site at National Park, and once this is secured steps will be taken to replace the old building to protect our reserve collection of tramcars and buses stored there.

THS Christchurch engineering staff are making good progress with the construction of new bogies for P 1729, and the rebuild of the truck frame acquired for use under PR1 1573. Further funds to support these works are needed.

If you are in a position to assist with a gift, perhaps for the above or for your own favourite project, it will be greatly appreciated.

Please indicate your preferences in the space provided below.

Thank you.

Yours Sincerely,

Howard R. Clark OAM.
Chairman



NAME: _____ Membership No: _____

Address: _____

Please find enclosed cheque / money order for \$ _____ payable to SPER Tramway Museum Fund,

OR please debit my credit card with the sum of \$ _____.

Card No:

Name on card: _____ Expiry Date: _____/_____/_____

Signature: _____

Preferred Project: Track Concreting / YMCA / Tramcar Restoration, P 1729 / PR1 1573,
or other project: _____

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25 JULY – SPECIAL PHOTOGRAPHER'S EVENT

We welcome the following new Friends to our ranks:

2833	Waugh, Craig R.	Rockdale NSW
2834	Viney, Sian S.	Marrickville NSW
2835	Greer, Adam	Bondi Junction NSW
2836	MacAuslan, Duncan A.	Balmain NSW
2837	Dreves, Joshua D.	Loftus NSW
2838	Cluett, Greg R.	Como NSW
2839	Hilton, Carlo R.	Dubbo NSW
2840	Hatton, Damien G.	Gregory Hills NSW
2841	Hatton, Jodie	Gregory Hills NSW
2842	Hatton, Joshua,	Gregory Hills NSW
2843	Hatton Lara	Gregory Hills NSW

And we welcome new shareholders upgrading from our Friends ranks:

675	Dreves, Joshua	Loftus NSW
687	Skillcorn, Mitchell	Sutherland NSW
688	Hayhurst, Adam.	Farmborough Heights NSW

Saturday, 25 July Photographers Special Event

Afternoon and evening creations of photographic heritage sets or still-life. We will need assistance getting vintage cars, classic costumes, etc., ready for the evening as well as lighting on the night.

Themes for the night include:

1. An Edwardian theme using C car 29.
2. An art deco theme with a picnic in Lakewood Park and the trams as a backdrop to the scene,
3. O 1111, P 1497, R 1740 and R1 1979 creating the 1950s scene in Tramway Avenue.

A couple of vintage cars and a 1950s Morris truck from the Sydney Bus Museum will enhance the scene.

Sunday, 23 August 60 years of organised electric tramway preservation in Australia.

Although 65 years have passed since the setting aside for preservation by the AETA of L/P 154 (24 July 1950), it wasn't until the AETM was formed on 1 September 1955 and the lease for the original museum site in the RNP was signed in August 1956 that organised electric tramway preservation really commenced. The day should feature a rededication of the commemorative Founders plaque in the presence of Marg Chinn and Megan Parle, plus many others.

Saturday, 29 August Annual General Meeting; Loftus Guide Hall

Starting at 1.00pm at the Loftus Guide Hall.

Saturday, 12 September Annual Dinner – Mystery Night

What is so mysterious about the Museum's Annual Dinner? Well, we can reveal that the Dinner will feature an excellent meal and a fun night of tramway trivia and that there will be a prize for everyone that attends. We can reveal that the venue is a heritage location, but the name and location will remain a mystery. We will be starting at the Museum at 5:00pm, the evening cost is \$65 and includes a two course meal,

entertainment and coach transfers. Further details and a booking form will be available soon. Put the date in your diary now – this is a dinner you won't want to miss.

Sunday, 25 October Steam Train Sunday

Transport Heritage NSW has TWO steam train trips from the city planned for this day, one morning visit and an afternoon visit. It's going to get busy!

Saturday, 5 December Members & Friends Day and Christmas Party

Our annual social get-together. If you haven't been to a Members Day yet, then it's about time you came along; it's always a pleasant way to spend a warm afternoon.

Sunday, 28 February 2016 Sydney Vintage Tramway Festival 2016.

At this time, just mark it on your calendars. Further details will be announced closer to the day.

Track and associated work

The long welded lengths of 53kg rail that were laid out between Army Crossing and TAFE Crossing on the western side of the track were dragged down to TAFE Crossing with overhead line car 99u and were moved to the eastern (Rawson Avenue) side of the track with No.3 forklift and CSO workers with crow bars. This was done to allow Small's Poles access for their post hole boring/pole erection machine between the two crossings.

Replacement of more life expired timber sleepers was carried out by Mike, Ian, Jacob and Tom and a further Sydney style track drain was prepared for future use at Army Crossing.

On 9 June the 12-metre lengths of 80lb rails on Army Hill were dragged up into the northern terminus area where they have been welded into eight 120 foot lengths for reuse on the hill. The welder needs a 415 volt power supply which is available in the terminal area but not down the hill.

We have had problems at Army Crossing since the Sutherland line opened in 1988 with water flowing over the track during and after heavy rain. This was due to the pipes under our track and under the driveway to the Army Depot being of inadequate size.

With the track on the hill removed the opportunity was taken to excavate beside the existing pipe under our track and to insert two additional 300mm diameter pipes. This will move the problem downstream to the Army driveway where the Council has plans to lay an additional pipe to increase capacity.

On 20 June David Canini excavated the roadbed on Army Hill to regrade the slope and to remove the hump halfway down. He also excavated a trench for conduits for a future negative feeder. David is due to return for further work on the hill on 3 July. Materials have been purchased to make sufficient tie bars for the track on the hill.

The last panel of the temporary track previously laid outside the new south shed had been removed to allow vehicular access.

Overhead work

Five termite infested poles were replaced with new treated poles and Glen Killham has transferred the wires to some of these new poles so far.

Two new cross spans were installed on the sharp curve near No.2 substation in preparation for the new pull-offs. Due to the issuance of a Safety Notice, we cannot carry out any overhead work that involves the overhead line car or the tower wagon. Most of the work carried out is preparation work in the workshop.

Tramcar news

In the Workshop **Melbourne cable grip car 322** is receiving its finishing touches to the bodywork by Warren and Terry.

Our **Melbourne Y1 611** is now in service after many months of work to rectify the cross connection problems with the air operated doors and to modify and improve some of the control systems on the car. The brakes are now compliant with Sydney's left handed operation. It was the last job undertaken by Mick Duncan at Loftus.

A visit on Saturday 20 June saw William and Fay McCabe involved in changing a number of the incorrect interior light shades in the car for the correct shades. Thanks William and Fay.

Frank and his crew have completed **Ballarat 37's** wiring and the roof hardware is now being fitted after some modifications to the anchoring arrangements. The bogies only need a steam clean before reassembly. Hopefully this car will be operational towards the end of the year.

On Road 7, Rod is continuing preparing **Sydney C 37** for painting.

Leusink Engineering modified three Adelaide Tomlinson couplers to match the sample Sydney coupler, and they were returned on 11 April. There is a six inch difference in the distance from the coupler face to the pivot point between the Adelaide and Sydney couplers which necessitated modifications so the Adelaide couplers can be used on P 1729 and PR1 1573.

The delivery truck then loaded two spare Melbourne No.1 trucks and the Melbourne No.13 truck and took them to the northern yard area for storage.

New arrivals

On 27 May **Berlin 3007** and **Milan 1692** were moved from Hawthorn Depot to Bendigo. The cost of the move was covered by Public Transport Victoria as they had originally paid for these cars to go to Melbourne.

The temporary unloading ramp was set up on the eastern track north of the trailing crossover on 13 June. Berlin 3007 arrived on site from Bendigo about 2.45pm Tuesday 23 June and was unloaded using the ramp the following morning. The pantograph had been removed for transport so it was towed by sister car 5133 (ex 3008) and was placed on the traverser to await the arrival of 1692.

We have arranged with Mario to collect 1692 and he has requested that he attend Bendigo on Thursday 23 July and deliver to Loftus on Saturday 25 July. He may do what he did last time and bring the tram the afternoon before and come back with his prime mover early on the Saturday morning.

A shunt of the Top Shed will see these cars under cover and the Berlin trailer and Munich 2666 placed outside again.

Rubber tyred news

The Matador recovery vehicle is again fully operational following an extensive overhaul by Craig. The project started out as an engine change but many other things were found to require attention and were rectified.

The Broomwade air compressor, which now has a new roof and side panels and extensive work by Craig Parkinson, has moved off site to be shot blasted and painted with two pack to its original manufacturer's corporate green colour.

General news

Sydney Trains arranged for a contractor, Northern Fencing Specialists Ltd, to replace the old chain link fence along our common boundary with a new 2.4m-high powder-coated tubular

fence similar to that around the TAFE College, which will hopefully increase site security. Thank you Sydney Trains!

In the last two months a number of trams have been washed and cleaned, both internally and externally. In May, Bob Cooper and Adam Hayhurst washed Brisbane Phoenix 548. On 27 June Adam and Scott Curnow washed and cleaned Melbourne Y1 611 ready for its entry into service the next day and, pleased with that success, continued on with R1 1979. The two then tackled the problem of the blocked south-east roof drain on 1979. After much prodding, poking and water pressure they managed to clear the blockage. It was caused by possum droppings. Thanks to Bob, Adam and Scott for their efforts.

Any other traffic staff who are able to spend some time on a Saturday to help clean some of our traffic trams or display hall exhibits would be most welcome.

The Tramway Museum goes to the buses

Recently, through the efforts of member Adam Hayhurst, the Museum was able to obtain some invaluable advertising space on the rear of a charter bus in the Warrigal Coaches fleet in the Illawarra. The advert, which takes up the entire rear window of the bus, features images of trams, a map of the Museum's location and easy to remember information about the Museum.

Adam was able to negotiate extremely favourable terms for the Museum with considerable savings on the full cost of this form of advertising. The advertising has already proved its worth with a number of verbal and written confirmations from Museum visitors that they have noticed the advertising.

The Illawarra is an important but sometimes forgotten market for the Museum as we are located beside both the main road and rail arteries between Sydney and Wollongong.

Many thanks to Adam for his initiation in making this advertising possible, to Transit Graphics for preparing the artwork, and to Warrigal Coaches for making a coach available.

Additional NSWGT tram drawings obtained

Following advice from Darren Hutchesson of Bendigo approximately 105 original blueprints of Sydney tramcars was purchased for the STM collection from eBay. The drawings are all F size i.e. just over foolscap, and range from years 1899 to 1919. Whilst some of the drawings are duplicates of drawings already in the STM collection, they are all well preserved and in good condition.

The most important is *F2575 Diagram of Brill 49 Passenger Bogie Combination Car G Class* as this drawing is not in the museum's current collection.

There are a number of steam tram components drawings, again not in our current collection, and copies will be sent to MOTAT and Valley Heights.

Personal

Long-time member and past Museum Secretary, Frank McQuade has been forced to retire from traffic duties due to serious ill health. Frank has had a couple of lengthy visits to St George Hospital in the last couple of months and is now a resident at Rockdale Nursing Home. We all wish Frank the best for the future.

After ten years putting many Wednesdays and some Saturdays into helping with the maintenance and repair of our traffic cars, we have to farewell Mick Duncan as he is returning to Victoria for family reasons. Mick is taking up residence in Sebastopol. We wish Mick all the best for the future and presume that he will shortly be contacting Ballarat Tramway Museum. Our loss will be their gain!

Contributors to this issue

David Critchley, Peter Kahn, Bill Parkinson, Michael Giddey, Martin Pinches, Richard Clarke, Glenn Killham.

SPER NEWS

A newsletter published as required by the South Pacific Electric Railway Co-operative Society Ltd.

PO Box 103 Sutherland NSW 1499

Editor: Robert Merchant

STEAM TRAIN SUNDAY – 25 October

We welcome the following new Friends to our ranks:

2844	Canini, Aidan	Engadine NSW
2845	Dobing, Christopher	Wollongong NSW
2846	Moynham, Judith	Panania NSW
2847	Moynham, Anthony	Panania NSW
2848	Knapp, Catherine	Picnic Point NSW
2849	Knapp, Oliver	Picnic Point NSW
2850	Knapp, Kane	Picnic Point NSW
2851	Knapp, Aidan	Picnic Point NSW
2852	Bugby, Frank	Kiama NSW
2853	McGuinty, Michael	North Gosford NSW

Sunday, 25 October

Steam Train Sunday

Transport Heritage NSW has TWO steam train trips from the city planned for this day, one morning visit and an afternoon visit. It's going to get busy!

Saturday, 5 December

Members & Friends Day and Christmas Party

Our annual social get-together. If you haven't been to a Members Day yet, then it's about time you came along; it's always a pleasant way to spend a warm afternoon.

Sunday, 28 February 2016

Sydney Vintage Tramway Festival 2016.

At this time, just mark it on your calendars. Further details will be announced closer to the day.

Track and associated work

On 14 July David Canini, our regular earthmoving contractor, dug trenches on Army Hill for a negative feeder and for a plastic water pipe. The pipes and conduits were laid and the trenches were backfilled. Angle iron and threaded rods were purchased, cut to length and welded to make about eighty tie bars for the Army Hill track relay.

The rails previously laid on the hill were dragged up into the Northern terminus area where 415 volt power is available for welding. The 24 x 40 foot rails were initially welded into eight strings of three as this was the longest length that could be accommodated without blocking vehicle entrance gates. These were welded into longer lengths and dragged part of the way down the hill to keep the gates clear. By 29 July we had two 480 foot lengths which were dragged by the Matador to meet the rails at Army Crossing. Holes were then blown through the webs of the rails and tie bar installation commenced.

As we don't have power at Army Crossing a welding contractor was engaged on 19 August to weld the two rail joints at Army Crossing and to weld the track drain in place near the crossing as well as a second track drain at about the midpoint of the hill. By 29 August the tie bars had been installed, the track gauged and packed to the new levels and alignment that eliminates the former change of grade half way down the hill.

The Melbourne point components for the top of the hill have been loaded onto ballast motor 42s for transport north

and Rod has made some good quality formwork that will be used on the hill, including stepped forms to fit around the side boxes of the track drains. Mike is prefabricating more track drain components for future use.

Sutherland Council

We have been contacted by Sutherland Council demanding to know why we were extending our track without permission. Photographic evidence was then presented to them that the track had been laid to North Terminus in late 1987 and that the present works were only a relay. They accepted that but had concerns about some of our housekeeping along the line from resleepering the track and tree pruning. A major clean-up has been initiated to keep Council on side.

Council have suddenly taken an interest in the area along Rawson Avenue from President Avenue all the way to Pitt Street as they are planning bike tracks, footpaths and landscaping works along the whole of this section of road. In the initial phase they are talking to us, the Army, the TAFE College and the various sporting clubs that use the nearby park. They will then prepare a Development Application to lodge to themselves but which will have to be assessed and determined by an independent authority to avoid any conflict of interest.

We have met with Council officers and they were completely unaware of our 2005 proposal to extend the tramway into Sutherland. This was no doubt 'corporate amnesia' due to a regular turnover of staff typical of most Councils. Drawings prepared by Council's Engineering Department in 2005 were presented at the meeting, to the surprise of those present.

We are presently updating these drawings to show the second rail bridge which did not exist in 2005 and to also show our proposed double track from the first curve to just north of TAFE Crossing.

The 2005 proposal did not proceed due to lack of funding to concrete the track into Sutherland. It is hoped that the new proposal will be sufficiently funded to provide for concreting our track which we would lay.

Watch this space.

Overhead work

Glenn Killham has been concentrating on overhauling replacement side arm brackets and getting them ready for installation on the new poles on the Sutherland line.

The Tuesday night team, Dave Bennett, Chris Olsen and Danny Adamopoulos have been busy working on new handrails for the tower of overhead line car 99u. Once this work has been approved for use, elevated work on the overhead can resume. Pull offs for the sharp curve at No.2 substation are also ready to be installed.

On 30 September redundant pole 333 was removed for firewood.

Tramcar news

Rod has reinstalled the end apron and driver's windows to the No.1 end of C37 and the repainting is continuing.

A defective inverter has been changed by Bill on Adelaide H 358 and work is in progress on problems with the PC5 auto acceleration unit.

Melbourne Cable Dummy 322

Mick, Terry, Warren and Ian are continuing their efforts of this unique exhibit to bring it to completion. Work on grip car 322 is now at the painting stage. Ian Hanson has varnished the seats and Mick Ward is priming the ceiling. Bell cords have been refitted. The transformation of 322 from where we started from to its present state is quite an achievement.

Ballarat 37

The roof of Ballarat 37 is being repaired prior to refitting the trolley base support structures.

New bearings and thrust plates were cast in a local foundry and have been machined in house by Warren, Terry and Bob. These have now been fitted to the two Brill 22E trucks for the car.

Dick Jones has cleaned out the axle boxes and repacked them with new wool. He is now cutting out new gaskets to seal the axle boxes.

Vic and Ian have installed new conductor's bell cords.

Ian and Peter have commenced worked on final coats of paint on the window frames, with additional finishing touches being applied to the driver's compartments and drop centre section. Further revarnishing and detailing will be completed over the next few weeks.

It is anticipated at this stage that all the work currently being undertaken on 37 will be completed in time for its 100th birthday, which falls in April, 2016.

Ballarat 12

Celebrating its 100th birthday this year is former Ballarat tramcar 12. It was built in Sydney by the Meadowbank Manufacturing Company in 1915. Car 12 entered service in Melbourne as car 71 of the Prahran and Malvern Tramways Trust fleet. It later saw service with the Melbourne and Metropolitan Tramways Board before being sold to the Geelong Tramways in 1928. It finally ending up in Ballarat where it remained in service until 1971. It becoming an exhibit of the Sydney Tramway Museum in 1974.

The Board has approved a proposal to have this distinctive tramcar repainted as part of the proposed centenary celebrations being planned next year. Work has already commenced in cleaning out the interior which has served as a store room for many years.

Further preparation work will commence on the car body in October. The livery to be applied will be the same as its present colours. Car 12 was last painted by the SEC Tramways at its Ballarat depot in the late 1960s.

Honesty boxes

About 1947, Sydney tramways experimented with a system of honesty boxes installed in selected R type corridor trams. They were for use by passengers whose fare had not been collected by the time they had to alight.

Recently a few of these items were located and have since been restored. Rainer Nickel obtained and installed new locking mechanisms whilst Ian has repainted them. Joseph is currently applying the required signwriting. These items will be installed soon in R 1740.

Rubber tyred news

CSO panel beaters are working on the Bedford bucket truck.

Craig has completed bus 2619 externally and is fitting out the inside.

The tramway Broomwade air compressor has been resprayed off site in its manufacturer's corporate dark green.

General news

In other works, the Railway Square point pit was cleaned out and the points adjusted on 26 August.

A Sydney Trains contractor completed the new boundary fence along the railway side of the site with black powder coated pike fencing.

CSO workers have brick paved the side pathway to the YMCA building and are now improving and extending the existing paving along the front of the building.

In the bogie workshop the stud wall has been lined and air and electrical improvements made.

Danny Adamopoulos, Chris Olsen and Dave Bennet have completed raising the height of the safety railings on the work platform of overhead line car 99u to meet Workcover requirements.

Ian, Eva, Vic, Andy and Kate continue to do excellent work maintaining the grounds and general cleaning.

New holiday schedule working well

Traffic Team members have found that the shortened schedule of school holiday working introduced this year has turned out to work very well. Monday and Friday attendances were rarely as good as the three middle days of the week and our concentrating attendances into three days has meant that our morning passenger loads per trip appear to be higher.

Some members have commented that the atmosphere on these days is noticeably brighter and that visitors' comments have been upbeat this year.

Traffic Uniforms

The wearing of traditional tram uniforms, originally proposed by David Critchley at a Traffic meeting, has certainly uplifted the appearance for our public. Purchasing the items for the uniforms is now so easy thanks to the efforts of Hayden Holmes, Bob Cooper and Ian Heather.

Two members on their journey home from our week day operation were photographing one of the last days of buses in George Street. They found themselves the objects of attention from older bus drivers in George Street who tooted, smiled and waved at such unexpected support from the pair wearing uniforms which for them had become just a memory.

Name badges

We are organising a further supply of name badges, which contain the name Sydney Tramway Museum and the museum logo, with the member's name.

Cost is expected to be around \$10.00. Size is approx. 8cm x 3cm, black on white background.

If you would like one, please contact Peter Kahn by phone: 9665 3820 or 0403 472 341 or email: peter.kahn@bigpond.com

Miscellaneous

Who was the member who drove the last double deck bus down George Street, and on his 21st birthday, too!

Contributors to this issue

Ian Hanson, Peter Kahn, Glenn Killham, Mike Giddey, Peter McCallum.

SPER NEWS

A newsletter published as required by the South Pacific Electric Railway Co-operative Society Ltd.

PO Box 103 Sutherland NSW 1499

Editor: Robert Merchant

FIRE DESTROYS NATIONAL PARK DEPOT

We welcome the following new Friends to our ranks:

2854	Weismann, Robert	Penrith, NSW
2855	Pyrros, Stephen	Reservoir, Vic
2856	Pyrros, Jeanette	Reservoir, Vic
2857	Pyrros, Desi	Reservoir, Vic
2858	Pyrros, Simon	Reservoir, Vic

Fire destroys original Royal National Park depot

About 11.10pm on Friday, 23 October 2015, police from Sutherland Local Area Command were patrolling the Princes Highway at Loftus, when they observed a fire at the Museum's original Royal National Park depot.

Officers from Fire Rescue NSW and the Rural Fire Service were contacted and attended the scene, extinguishing the fire after several hours.

The former depot, which was in use as a storage shed, housed seven trams and four buses. The structure totally collapsed and was completely destroyed by the fire. Nothing survived the inferno.

A crime scene was established, and police were to investigate the scene once it had been rendered safe. At the time of writing this report, police were treating the fire as suspicious and were appealing for anyone with information to come forward.

The results of this investigation were not known when this issue of *SPER News* went to press.

The trams that have been lost are:

C class 12 of 1898
 N class 710 of 1906
 K class 1295 of 1913
 R class 1741 of 1933
 R class 1819 of 1934
 R class 1917 of 1935
 Melbourne SW2 class 432 of 1929 / 1938

The C class car, a six-window version, was only months away from being transferred to the Loftus site for restoration work to begin. New window frames and saloon doors had already been manufactured in anticipation of this event.

The buses that have been lost are:

Leyland double deck 2086
 AEC double deck 2477
 AEC underfloor 2788
 AEC underfloor 3442
 1937 Albion chassis from 1619

Sunday, 28 February 2016

Sydney Vintage Tramway Festival 2016.

At this time, just mark it on your calendars. Further details will be announced closer to the day.

Track and associated work

Work has continued on the track on Army Hill starting at the Army Crossing and extending uphill. The track has been levelled and aligned and formwork panels made by Rod Burland have been used to form the edges of the concrete. A special stepped form was made to fit around the side boxes of the track drain near the crossing

On 25 October, 5 cubic metres of concrete was purchased to kick start the work. Since then we have received many small drops of surplus concrete as well as a further purchase of 3 cubic metres. The formwork is repositioned uphill as the work progresses. Anyone wishing to expedite progress may wish to donate money for more concrete.

The track drain located halfway down the hill has had its pre-cast concrete channels cut and placed ready for final levelling.

Three new track drains have been pre-fabricated for future use.

On 28 November the Melbourne pointwork components on ballast motor 42s were transported to just outside the gates to the northern terminus area and a right hand set of points will be assembled over the coming weeks to access the double track terminus which will later become Waratah Loop. The blade units were missing some of their cover plates and new ones have been cut to size.

A dry stone wall has been constructed along the TAFE boundary near the first curve north of Pitt Street. Further stonework has been constructed to protect the culvert headwall at Army Crossing.

Security matters

Danny Adamopoulos is obtaining quotes for replacement fencing and gates on our Pitt Street boundary, to be of similar quality and strength as the new railway boundary fence. Due to complications with the need for gates the indication of cost is likely to be in the region of \$35,000 plus GST. An appeal to members to assist with these costs will be needed. Equally, necessary improvements to security at our new south shed are also being investigated by Danny, and the cost of these is expected to well exceed the fencing costs referred to above.

Tramcar news

Tony Smith of Haddon made a generous donation of five boxes of special D.C. florescent tubes for our Melbourne Z car 111 and Brisbane Phoenix car 548, plus some W car door retaining clips. Thanks, Tony.

Cable grip car 322

Melbourne cable grip car 322 has had the undersides of its new seats painted to protect them while the upper surfaces have been varnished. Scrollwork brackets

removed for spray painting have been refitted. Only finishing touches are needed to complete this extensive rebuild of a once derelict vehicle.

Ballarat 37

Work continues on re-fitting the trolley bases to Ballarat 37 while its two Brill 22E trucks have been scraped, steam cleaned and painted black. One traction motor has had the commutator segments bevelled to reduce future brush wear.

Ballarat 12

The interior of Ballarat 12 has been cleared of stored materials and is being thoroughly cleaned. Frank Cuddy has dismantled and overhauled the defective compressor governor.

W2 447

This tram, which was originally in the Canberra Tradesmen's Union Club, then briefly at Glenreagh, was de-accessioned from the Museum collection and was sold on our behalf as part of the auction recently held by Australian Train Movers. The funds received will assist towards the cost of replacing our Pitt Street boundary fence with a replacement structure similar to our new railway boundary fence.

X1 461

This tram body, has also been de-accessioned along with another X1 owned by Newstead Tramways. They will be restored and have a new life on the narrow gauge railway at Valhalla in Victoria. As part of the arrangement with Newstead, a set of original Brill Winner seats was obtained for installation in Launceston 14; restoration of which is being sponsored by member Hugh Ballment.

Rozelle news

As members will recall tram R1 1995 was sent to Bendigo in January 2015 for a full refurbishment. It will be returned to the former Rozelle depot as part of a coffee shop in the new market place being developed there by Mirvac Projects Pty Ltd. Works on this project are nearing completion and the tram is expected to return to Sydney by mid-December with the development due to open in early 2016.

The condition of the tram when it left was very poor, due to corrosion, graffiti and the work of vandals during its time at Rozelle. Works have included a full replacement of all metal panels, all side pillars, replacement/repair of some rotted timber in the roof (which has been fibre glassed) and in various other places, and a fit out internally. The City Council required original fixed bulkhead seats to be retained as well as a facing reversible seat in all four corners.

For safety reasons the tram now has a level floor throughout, except for a step in the drop centre at the entry door. Longitudinal seats and tables are fitted to the remainder of the interior, the fixed crown light windows have been installed, and replacement window castings made. The movable windows are now a fixed pane in the traditional open position. We have assisted Mirvac in an advisory capacity along the way to ensure authenticity, and supplied several components, including replica goose neck brake handles and replica destination signs

displaying 'Rozelle'. Overall the finished product is a credit to the team at Bendigo Tramways and will be a fitting static exhibit of Sydney's last tram.

A tenant in the redeveloped Rozelle Depot site would like part of tram R 1798 for a pharmacy, including the driver's cab, white grab rails through the tram, and two single seats from the bulkhead. The Board has agreed to sell hand rails and W2 tram seats, and provide drawings for the cab of an R car.

R1 2050

Bendigo Tramways are also working on the body restoration of this car body from the original Rozelle collection for a private developer who purchased it from STM in 2014. It is at a similar stage of restoration to 1995. Unlike 1995 it had a sound steel body with little corrosion, however the roof was in very poor condition and required replacement. New side pillars have also been installed.

It will be used as a serving area for catering staff and on the serving side four side pillars have been omitted to allow for larger serving areas. STM is not involved with this project.

In addition the same developer has acquired three R car bodies, including 1818, from a property near Richmond, NSW, which were used as premises from 1959. External windows are generally intact but the floors are generally in poor condition. The cars are now located at the Bendigo gasworks site, with the intention that at least two may be restored for similar uses to 2050.

Rubber tyred news

Craig is progressing with the interior re-fit of AEC bus 2619 with new stainless steel post and rails being fitted recently as well as step treads and linings.

The tramway Broomwade air compressor has been resprayed off site in its manufacturer's corporate dark green. Craig is doing a lot of work to complete this project and get the compressor operational again.

CSO panel beaters have resprayed the cab of the Bedford bucket truck in the apple green corporate colours of its original owner, the now defunct Sydney County Council.

Traffic news

A new classification came into effect on 1 December. It is "Maximum Traction (bogie) cars" and the cars in this new category are Sydney F 393, N 728 and LP 154, Brisbane Dropcentre 295, and Ballarat 37.

Drivers authorised to drive "Standard Cars", which up until now would have included the abovementioned trams, will need to be reassessed for maximum traction types, which will be one supervised round trip, including ascent and decent of the steep grade between Depot Junction and the South Shed.

Miscellaneous

On 5 July we had a visit from the Loftus Rural Fire Service (RFS). Bob Cooper and David Bennetts took them for an inspection of the Museum. The captain of the RFS was very impressed with our fire procedures and how evacuation points were posted at doorways. In all we received a very good score with them.

On 22 July we had a visit by State Emergency Services

Sutherland (SES) to discuss a planned rescue exercise at the Royal National Park platform by four crews on Saturday 31 October. Bill Parkinson suggested using the Adelaide H car and we showed them the tram and took them to the National Park platform to show them the area. They were very receptive to Bill's suggestion of how to setup the accident with someone falling under the tram at the platform. Those attending were Lynda Burrow, Peter Carrigan and Stephen Graham. It appeared that a number of other organisations would be involved (e.g. the RNP, and emergency services). A meeting was held in early October to further plan the exercise.

It turned out that only the SES were involved. It was a training and assessment exercise for the four different crews present to rescue a person who had fallen between the platform and a rail vehicle. One of the SES people was the victim and had been made up with some very realistic injuries on her face, arm and leg.

Due to complications with the SES wanting the overhead power isolated and the fact that they wanted to winch the tram clear of the injured subject, Bill decided to use San Francisco PCC 1014 as the nominated tram as the parking brakes on Adelaide H 358 would be difficult to wind off because the park brake equipment is on the platform side. 1014 is a lot easier to use with regard to the park brakes, It is also wider than 358 making the exercise just that more interesting for the crews. It was also easier to push back in position for the next group. The exercise went off very well with the four crews gaining experience in a rescue of this nature. The feedback from the people in charge was very positive and could lead to more involvement with us.

Museum & Galleries of NSW

This body has included a report in its latest web update on the effects of the disastrous fire at our old site in October.

General news

The rubbish and debris left by the fire which destroyed the old National Park shed is to be removed by the National Parks & Wildlife Service, who will assist the museum in recovering salvageable items such as tramcar trucks and bus parts. The trams lost in the fire have now been deaccessioned.

The Museum is to obtain quotes for fire sprinklers to protect the south shed.

The Museum is to purchase a container for storage of items at Bendigo, including tip over seats from R1 1995 and two K35 controllers.

Old branches, sleepers and logs are continuing to be removed along the Sutherland line and a tree fouling the overhead on the line was trimmed back on 21 November.

An insurance report on risks has recommended that gas bottles in the workshop require a small cage or wire grill under the staircase so the bottles can be stood up with a strap or chain to secure them.

The weed spraying trolley is receiving attention to a defective pump.

CSO workers are relaying brick paving in front of the YMCA Building.

Encroaching shrubs have been cut back along Tramway Avenue.

Operational trams have been inspected and serviced.

The required track inspection was carried out on 28 November.

Andy, Eva, Vic, Kate and Ian continue to do excellent work maintaining the grounds and general cleaning.

Member's discussion list

An online forum has been created for member discussions. While observed by the SPER Board, it's not necessarily a way for the museum to discuss things with members, but for members to discuss things of common interest with each other.

To join, visit this group at

<https://groups.google.com/d/forum/sydneytramwaymuseum>.

Note: you are not actually required to join 'Google' to use this forum – just put in your usual email address and confirm the subscription – the messages will be delivered to your usual email inbox.

To post to this group, send an email to

sydneytramwaymuseum@googlegroups.com

To unsubscribe from this group, send an email to

sydneytramwaymuseum+unsubscribe@googlegroups.com

Name badges

We are organising a further supply of name badges, which contain the name Sydney Tramway Museum and the museum logo, with the member's name.

Cost is expected to be around \$10.00. Size is approx. 8cm x 3cm, black on white background.

If you would like one, please contact Peter Kahn by phone: 9665 3820 or mobile 0403 472 341, or by email to: peter.kahn@bigpond.com

Specials from the Museum's souvenir shop

COMENG Vol. 1 - 1921-1955 (Second printing), it includes the construction of the 100 R1s - Special price: \$39.95 (reduced from \$59.95).

Reproductions of selected enlarged photographs (black & white and colour) from \$2.00 up to \$7.00

Safety poster & destination roll portions (half size) on thick paper - \$4.00 each, additional roll portions \$2.00 each

Large range of museum tram postcards, plus other goodies.

Christmas period and School Holiday opening days

The Museum will be open with trams operating on the following days:

Each Sunday -10am-5pm

Each Wednesday 10am-3pm

Friday 1st January 10am-5pm

Tuesday 12th Jan., Thursday 14th Jan. 10am-3pm

Tuesday 19th Jan., Thursday 21st Jan. 10am-3pm

Tuesday 26th Jan. (Aust. Day) 10am-5pm

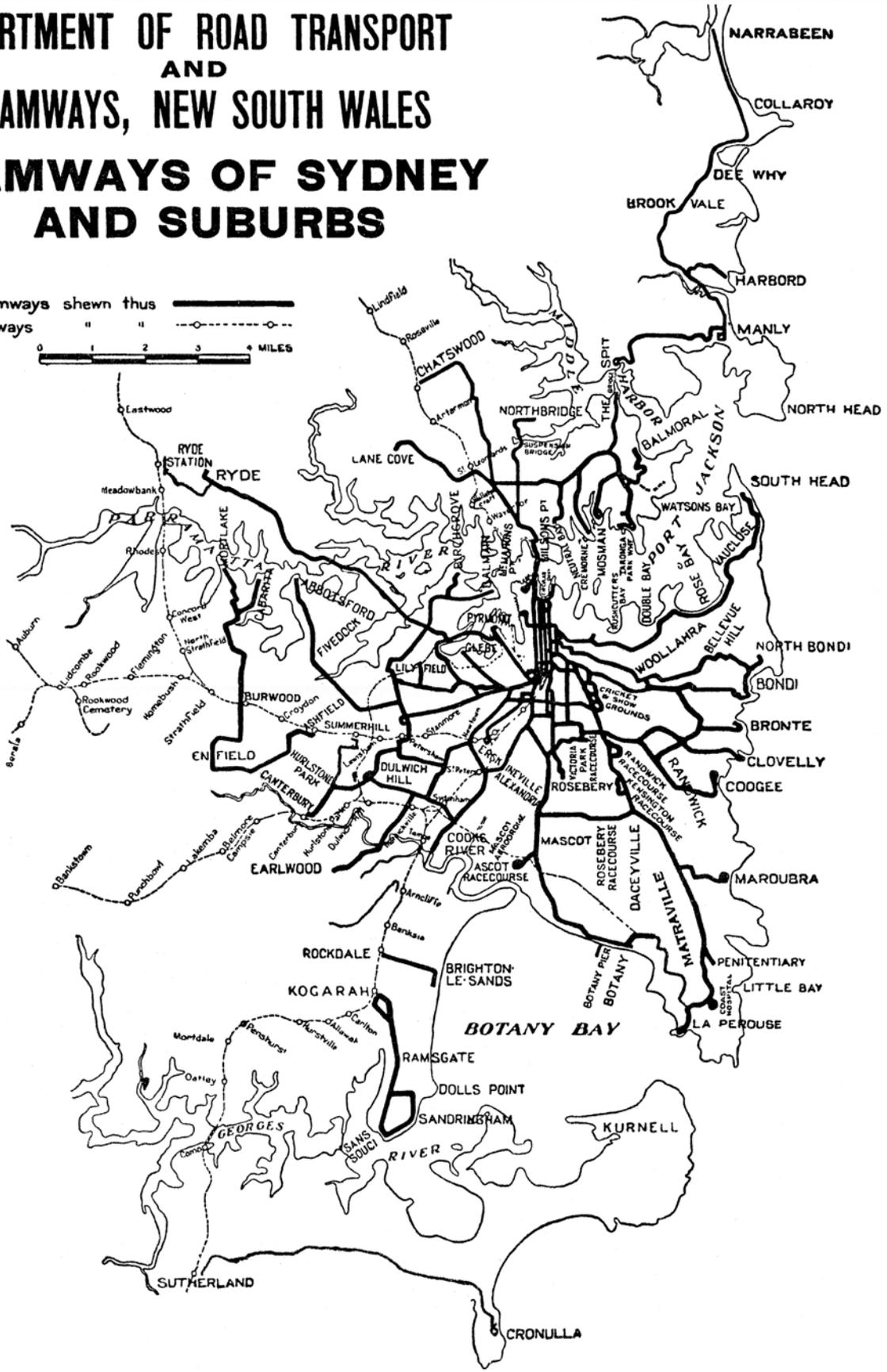
Closed Christmas Day and Boxing Day.

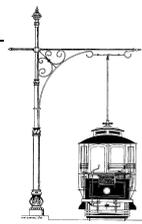
Contributors to this issue

Bill Parkinson, Ian Saxon, Scott Curnow, Matthew Geier, Howard Clark, Peter Kahn, Hayden Holmes.

DEPARTMENT OF ROAD TRANSPORT AND TRAMWAYS, NEW SOUTH WALES TRAMWAYS OF SYDNEY AND SUBURBS

Tramways shewn thus 
 Railways " " 
 0 1 2 3 4 MILES





SYDNEY TRAMWAY MUSEUM

Owned and Operated by the Volunteers of the
South Pacific Electric Railway Cooperative Society Ltd
ABN 70 329 300 628
Corner Pitt Street & Rawson Ave (Old Princes Hwy) Loftus NSW
PO Box 103 - Sutherland NSW 1499 - Australia
Phone: (+61 2) 9542 3646 – Fax: (+61 2) 9545 3390

2 December 2015

GIFT APPEAL – SECURITY ISSUES December 2015

Dear Members and Friends,

As you will be aware, the Museum lost seven trams from its ‘Reserve collection’, along with four buses and a bus chassis in the October fire at our old site storage facility.

We now have a secure railway boundary fence thanks to Sydney Trains. Our site still requires fencing along our Pitt Street boundary of a similar quality to deter intruders, as our existing fence is vulnerable and needs to be replaced.

With the need for folding gates at our two entry points, plus a pedestrian gate, expected costs are in the vicinity of \$35,000, plus GST.

In addition, funds also need to be raised to improve security at our new south shed and install a sprinkler system. These costs are expected to be about double the cost of the Pitt Street fence.

If you are in a position to contribute to the above, no matter how small, or for your favourite restoration project, we shall be most grateful to receive your gift.

With best wishes for a safe and enjoyable Christmas and a Happy New Year.

Thank you.
Yours Sincerely,

Howard R. Clark OAM.
Chairman



NAME: _____ Membership No: _____

ADDRESS: _____

Please find enclosed cheque / money order for \$ _____ payable to SPER Tramway Museum Fund,

OR please debit my credit / debit card with the sum of \$ _____.

Card No:

Name on card: _____ Expiry Date: _____/_____/_____

Signature: _____ Preferred Project: _____