

SPER NEWS

Published by South Pacific Electric Railway

PO Box 103 Sutherland 2232

Editor David Cooke

A Note From the Chairman

As many of you know our restoration project with O/P 1089 was put on hold at the end of November once our workshop team completed the installation of tongue and groove matchboard sides to the car. It has temporarily been put in the display hall to make way for a special outside project involving ex Newcastle museum R car 1892.

This car which had been stored at Rutherford for almost 15 years was in a badly deteriorated state and subjected to both the elements and vandalism over the years. To restore it to an operating tram was a major job and given the alternatives which have since become available, another opportunity for its preservation presented itself courtesy of Honeysuckle Development Corporation, who as members will remember were keen last year to see us remove the two W cars from the waterfront redevelopment area. As a result 1892 will be returning to that vicinity as a "Harry's de Wheels" similar to the famous Harry's which has existed at Woolloomooloo for about 50 years.

Our workshop team have done a great job working alongside Harry's staff in transforming 1892 into a take-away restaurant concept, specialising in pies for residents of Newcastle. The result of several weeks of work has been staggering and the car is now close to finalisation. In a burgundy colour scheme similar to our C cars and Christchurch 244.

The important issue though is the benefit of the work put into the project by our hardworking team led by Brian. There were numerous people involved in this project, particularly Jim, Derek, Hans and Joe. The outstanding efforts they have put into the project have provided much needed funds to enable the Museum to proceed with various other important projects, including extensions to 8 road, the 2 road maintenance pit, improvements to the traverser area, completion of the workshop toilet block, the acquisition of tools and the provision of professional painters to assist in maintenance work on the site. We must remain extremely grateful to our workshop team for their hard work with this project which has enabled various other projects to be completed earlier than our normal cashflow would have allowed. A great job by all!

There are many other matters either in the pipeline or on the horizon which are intended to assist in securing the financial well being of the museum well into the future and help thereby alleviate the potential shrinking numbers of available volunteers as our membership ages and we join other organisations such as bowling clubs with an ageing membership. There remains the potential to be in the forefront of possible heritage operations on any city extensions to the Sydney Light Rail network. Another possibility exists to participate in a heritage tramway elsewhere, both of which will assist in these objectives. I will keep members informed of these developments as they arise, although in the meantime I remain confident in every way that our museum will benefit from the prospects provided to us.

Display Hall Plans

Enclosed with this issue of SPERNews are the draft plans for the shop front along Tramway Avenue. These have been prepared by our in house architect and member, Allan Sewell.

The Board is now inviting members to review the drawings and to submit constructive comments. These comments must be submitted in writing and received by the Society by 18 March 1998. A larger scale copy of the plans can be viewed at the Museum. Copies are pinned up on the Notice Board near 1 Road and opposite the sign on book in the Workshop.

New Members/Friends

We welcome the following who have joined our ranks in the past few months. Hopefully they will be able to join us in our activities. The Mollet family consisting of Dennis, Robyn, Jack, Karen, and Roy, the Percival family - Glenn, Zita and James, and Gilbert Whitton and Anthony Owen.

Roster Clerk Needed

Owing to pressure of other duties, viz. secretarial, Frank McQuade has reluctantly been forced to relinquish the position of Roster Clerk. Consequently we need a new one, NOW. Any person who would like to assist the Museum operations, please contact Frank. He will be glad to hear from you. Frank's phone no. is 95 88 5320.

On behalf of the members thanks are expressed to Frank for the efforts he has contributed.

Personnel

Congratulations to Graham Bellar on his recent marriage to Vicky Kelly. Rumour has it Graham selected 14 February as the date so the anniversary would be easy to remember. Nuptials took place at Engadine Salvation Army Citadel.

Keith Holmes and Ken Butt have been on the sick list recently. Keith suffered a stroke while Ken's illness was not as bad as originally thought. Ken is now back on deck.

Coming Events

March 8 - Grandparents Day, and Extravaganza. This day traditionally commemorates the closure of the Sydney System in 1961 as well as celebrating the start of our operations at the Old Site in March 1965 - 33 years ago. Doesn't seem that long does it? Also this year sees 10 years of operations at the Current Site.

2 May - Sutherland Heritage Tramway Festival. This event is our contribution to Heritage Week and is held in conjunction with the local council and Rotary. Stalls will be located in Sutherland. Heritage buses will also be running.

August - Annual General Meeting - date to be advised.

September/October - Annual Members Dinner. Date and venue to be advised.

Would members be interested in having a Christmas in July Bar-b-que? Celebrating Yuletide in July has now become quite common and there is no reason why we should not try to do something as well. While browsing through the internet a number of American/Canadian Museums, which are normally closed in winter, put on special events. Any ideas as to what people would like are welcome. Contact either Peter Kahn on 9498 3820 or myself on 9520 5510.

November 28 - Annual Members and Friends Open Day.

Work Activities.

The best laid plans of mice and men Urgent repair work is being carried out on the points in the yard. To date the points leading to 12 road have been attended to. Traffic Staff are reminded to take extreme care when traversing the points and not to exceed walking pace. The 1 road and 3 road points will also be attended to in turn. When satisfied that all points are in good working order, they will be concreted in place.

Rail has been selected for the Sutherland extension and stacked at the rear of the Railway Square waiting shed. The track is to be assembled into panels using steel rod to maintain the gauge. In order to drill holes in the web for the rod, a new drill chuck and bit was purchased. Cost? A cool \$280.00. The track panels are scheduled to be completed by early May.

Following the completion of the track panels, attention will then be directed to the points and then the single slip. Now that cooler and less humid weather is approaching, the trackwork tasks will be made much easier.

Work has also commenced on preparing the track bed for the 8 road display hall extension. As alluded to in the Chairman's comment earlier, funds for this important work are being generated by R 1892.

Joe Kircherberger has been preparing the steelwork for the pit on 2 road. As part of the preparation, it was necessary to provide a camber in the steel beams. This was achieved by welding one end to rail in the workshop and then placing timber along the floor at suitable intervals. To achieve a camber it was then necessary to load the free end with weights. It was thought the heavy anvil would suffice, but it hardly made a dent, so all manner of heavy steel objects were then commandeered and placed on the free end. Eventually the 15 m long beams touched the

ground.

The traverser pit has had some of its rail concreted into position. This work is being carried out gradually using the revamped concrete mixer. This enables small sections to be completed at a time.

John Matts has repainted the Miranda Waiting Shed and it now presents a better impression to arriving visitors. Poles along Tramway Avenue are also receiving a well deserved coat of paint. A major painting task to be tackled is the Railway Square Waiting Shed.

Other works in hand include the completion of the amenities block in the workshop. The concrete roof of this block will provide room for the pattern/timber store. The office adjacent to the Workshop is also seeing some further work being carried out. Electrical conduit has been installed and plans are afoot for a lined ceiling and walls. A new timber floor will be provided.

Some time ago Tom Tramy was able to acquire a quantity of lightweight low height shelving. Some of this was erected at the back of 1 road in November and it now has all the material previously stored in Brisbane 71. Some other components are being modified for use in the building next to the railway line. The modified shelving will be used for overhead equipment. This will enable all the overhead gear to be stored in one place and release other valuable shelving for storage of heavier items.

While on the subject of storage, the Museum has been successful in purchasing further heavy pallet storage racking. When erected this will also alleviate the storage situation.

Over the Christmas break several members tackled the top shed with the view of cleaning it out and re stacking items. All the W2 spare parts are now in the W2, ready for use when that car is restored. The shed is now more tidy and things are easier to find.

Bob McKeever has been turning up the newly cast wheels for the weed trolley. The old wheels, which had the wrong profile, were definitely elliptical in shape, and while this may have assisted in agitating the chemicals, it played havoc when traversing some of the pointwork. Spraying of weeds alongside the track was carried out recently by mounting the tank onto 99u. When the trolley is back on its wheels this important maintenance task will be made easier.

Overhead for Cross Street is currently being made. Pull offs for the National Park line continue to be installed.

Car Report

The proposed car works program is as follows:-

Minor Works/Maintenance

- Repiping the airbrakes on C290
- Completion of repairs to the spare bogie for Brisbane 295.
- Bogie and other minor work to be carried out on O 1111
- Bogie and associated work to be carried out on P 1497

Major Works/Restoration

- Completion of the conversion of R 1892 to Harrys Cafe
- O/P 1089 to be bodily completed and painted for Display Hall.
- Restoration of Brisbane 71

Sydney Light Rail

A report in the Sydney Morning Herald dated 3 February 1998, contained the news that the Sydney Light rail service has missed its passenger targets in the first five months of operation. The disappointing figures prompted Melbourne based AIF to cut \$2 million from the value of its 39% stake in the tram company. This left AIF's equity valued at just \$2.4 million, and putting a tag on the rail company of \$6.2 million.

An associate director of AIF manager, Hastings Funds Management, said it was confident SLR would meet its passenger targets in the medium term. The company was assisting SLR to pursue its proposed extensions into the Sydney shopping district and the western suburbs. Some observers see these extensions as crucial to the company's success. A spokesman for the SLR said that patronage was "trending up" and the company was "pleased with the way the community has reacted to the reintroduction of trams".

Inspection over the Christmas school holidays showed patronage was good on those services observed.

Colourful Trams

LRV 2104 seems to be the vehicle selected for advertising. It has appeared in advertisements on billboards promoting the system. In January it was decorated on the sides to promote the Sydney Festival. It was first noted in traffic on 4 January, but may have entered service prior that date. After the Festival finished, it was selected to advertise

the 10th anniversary of Darling Harbour.

The LRVs have been noted sporting a numeral, corresponding to the last number of the fleet number, in the lower left hand side of the windscreens. These numbers were necessary as when the doors were opened it was impossible to see the car number.

For Sale

This column is a members service, to enable them to dispose of unwanted material. It costs nothing. Anything legal will be advertised, magazines, books, models and even car parts.

Stoneguard from 1975 Toyota Corona	\$10.00
Car ramps (maximum 1 tonne load)	\$20.00
Set Roof Racks	\$10.00
Floor Polisher (with one spare disc)	\$20.00
Phone Chris Jacobs 9263 3908 during business hours.	

Electric Dummy Motor

No, not the latest arrival at Loftus, but a rather useful vehicle built over 100 years ago. The September 1895 issue of the Street Railway Journal contained details of this whimsical vehicle.

The West Chicago Street Railroad Company has recently

constructed at the shops of Wells-French Company, Chicago, 75 short electric motor closed cars which were designed by F.T.C. Bridges, Superintendent of Car Shops, West Chicago Street Railway Co. These dummy motors are designed for hauling the trail cars to and from the trunk cable lines on four divisions of the West Chicago system. These motors, (or locomotives), are not intended to carry passengers and are occupied only by the motormen. The cab is tasty

in design with a door on one side. The bodies are mounted on Brill trucks having a 5ft 6 inch wheelbase. It will be noted from the accompanying illustration that the framing of the floor is of unusually heavy timber, the side sills being 7 x 9 inches of yellow pine, and that the parts are thoroughly bolted together. The prevailing color of the cab is lemon yellow and the lettering is in prominent colors. The roof is supported by three steel carlins in addition to the wooden carlins, and is further strengthened by a trolley board which supports the base. The interior of the cab

is finished in natural wood and sealed up to the windows. The object of operating these motors is that the trail cars may be transferred to and from the cable line, and thus avoid the necessity of

hauling the motor cars behind the cable trains, as it has been found to require at least ten per cent more power to haul a motor than an ordinary trail car.

For those who are interested in the vitals, the floor plan reveals

length over bumpers	13'4½"
length over body frame	11'10½"
width over framing	6'10½"

The vehicle appears to have been equipped only with handbrakes, with a gooseneck at each end.

Models

Following on the comment about models in the last but one issue, one of the more common scales used is 3/4" to the foot (1/16th scale).

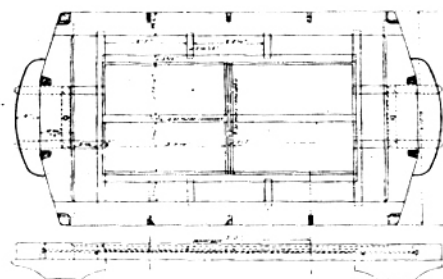
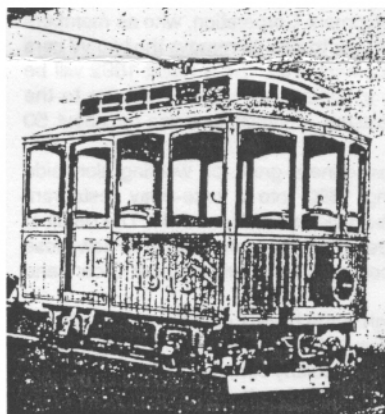
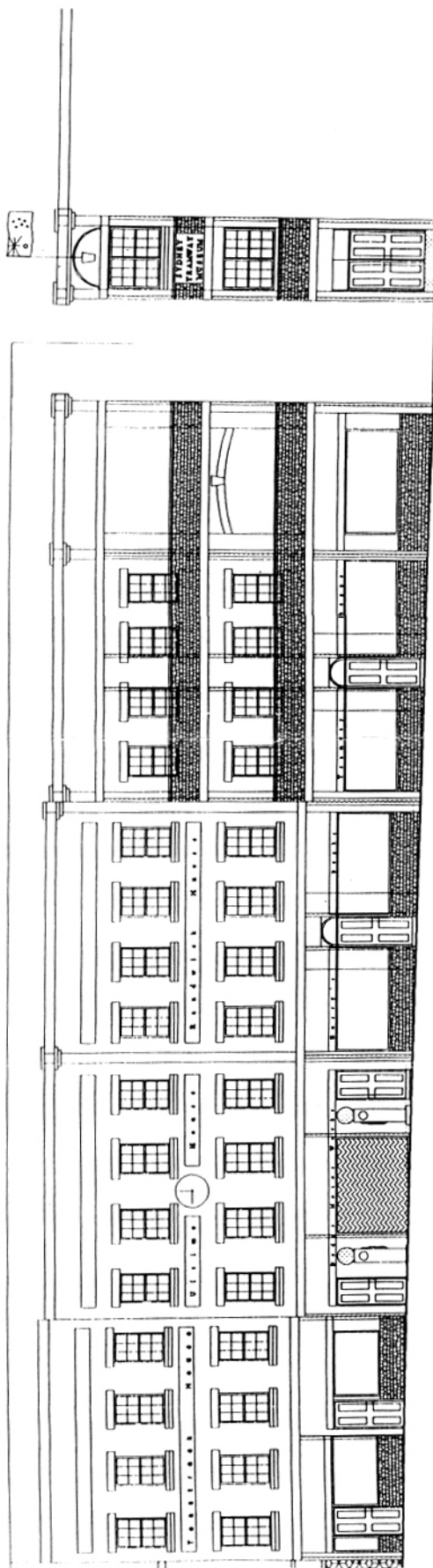
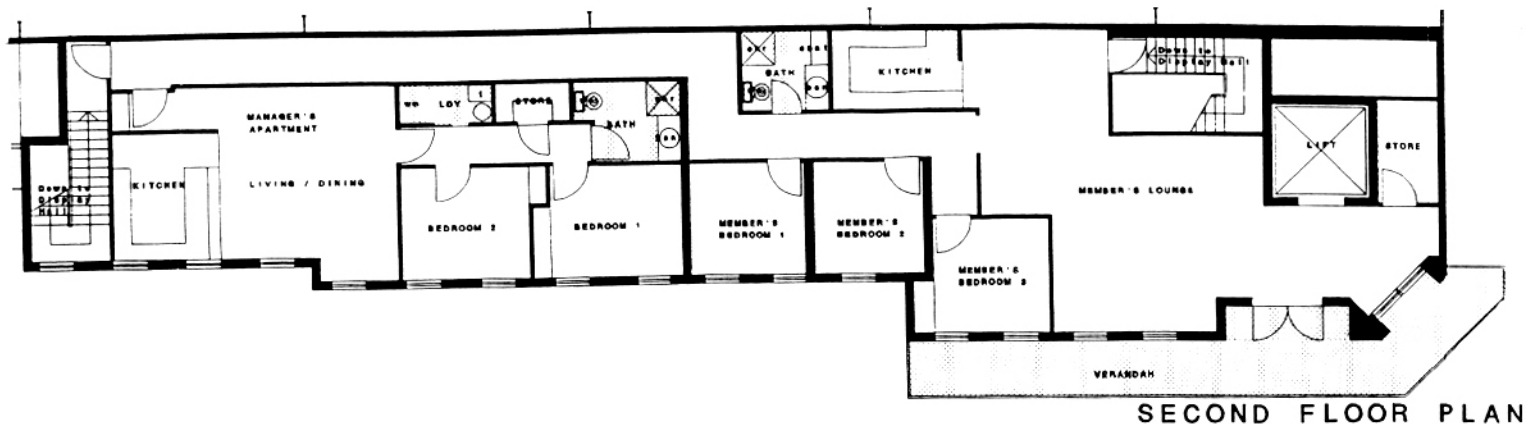


FIG. 2.—PLAN OF FLOORING—DUMMY MOTOR CAR.

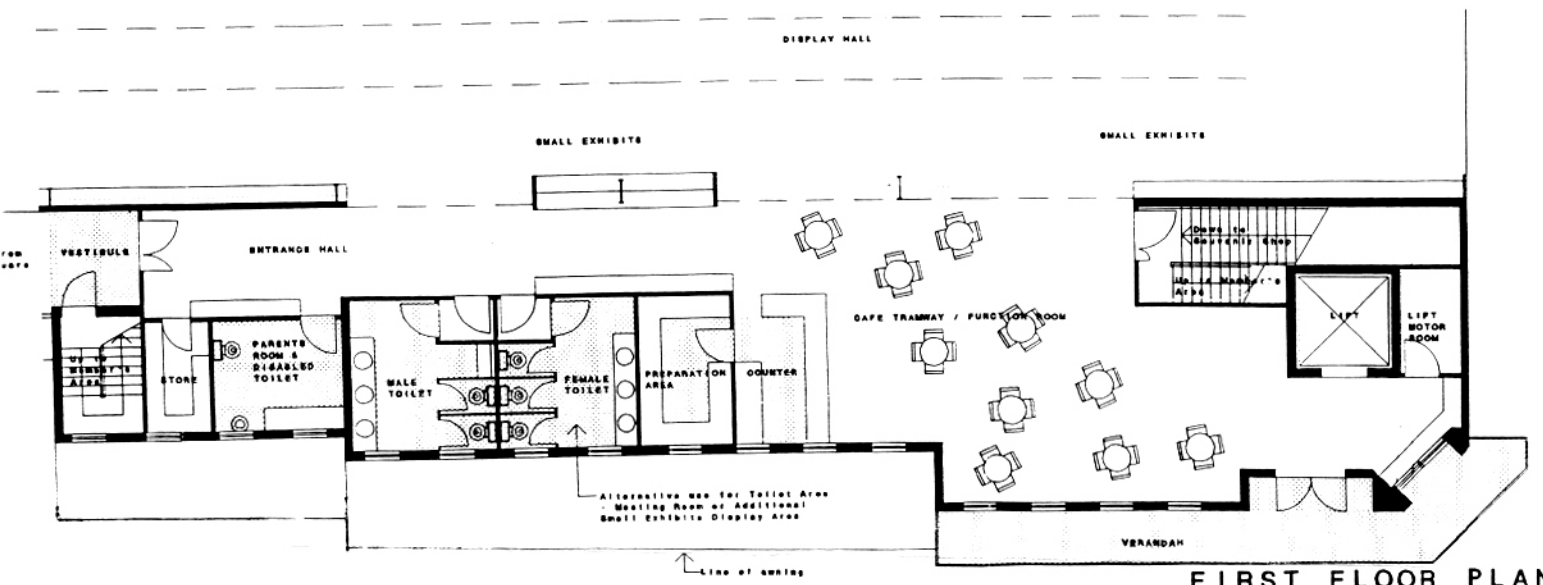


ELEVATION TO TRAMWAY AVENUE (& PITT ST)

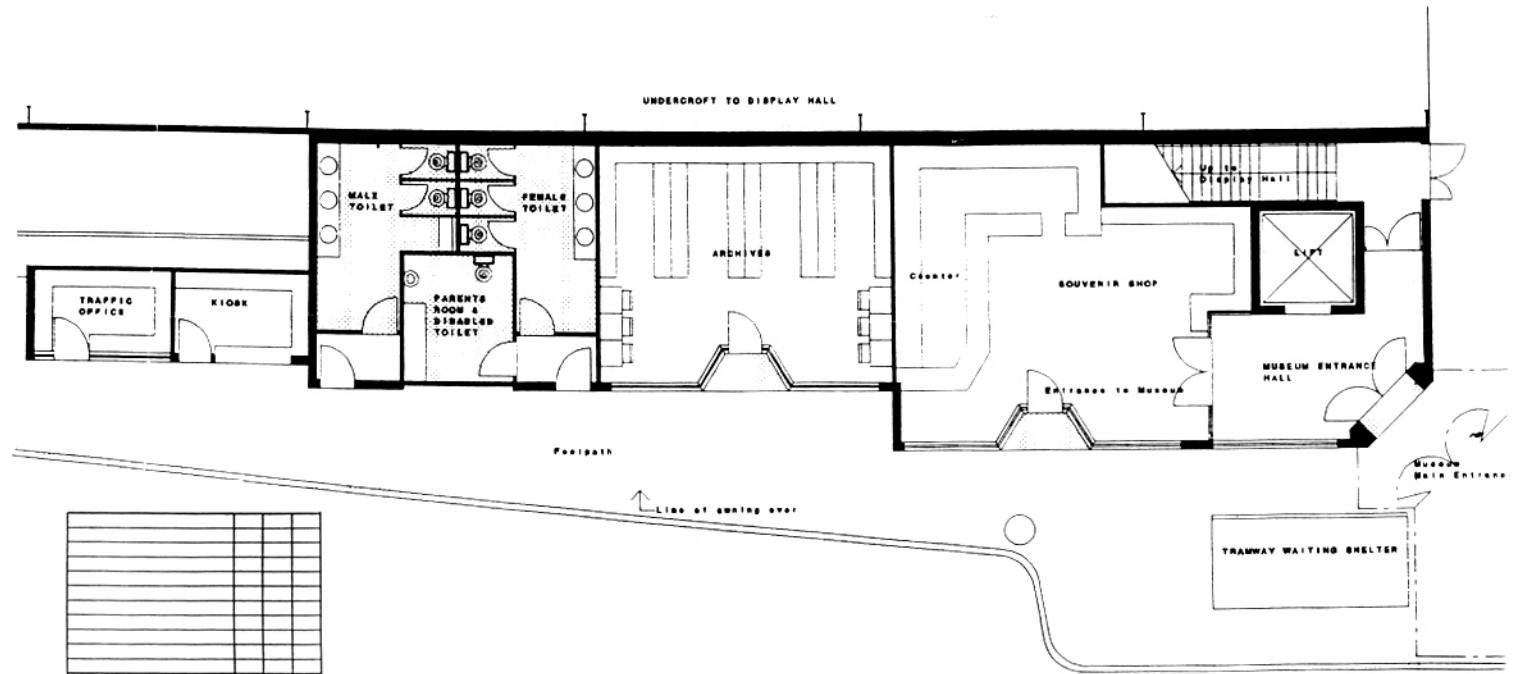
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SECOND FLOOR PLAN



FIRST FLOOR PLAN



GROUND FLOOR PLAN

REVISION	DATE	APP'D
CLIENT	SYDNEY TRAMWAY MUSEUM Onr Princes Highway and Pitt Street LOFTUS	
PROJECT	PROPOSED ALTERATIONS	
TITLE	DESIGN PROPOSAL	
Alan T Sewell ARCHITECT 24 St Johns Road, BLISS NSW 2057 PO Box 14, BLISS NSW 2057 Telephone (044) 244 2222		
SCALE	1:100	PROJECT No
DRAWN	A. T. Sewell	ST 0101
APPROVED	A. T. Sewell	SK 01 A

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Editor David Cooke

Car News

When Brisbane 550 was being rebuilt for Perth, the comment was made that not too many years ago the rust would have been removed and the resultant spaces filled with panelbeater's bog. With the expertise of Joe we were able to replace the entire sides of this car, resulting in a far better finish.

The new owner of R 1892 wanted the car to have the appearance of being mounted on bogies. As we had no bogies spare, the next best alternative was to build some. Again Joe's expertise came to the fore and two new Sydney no.12 bogie sideframes were manufactured. These were of lighter section than if the car was needed to be used in service, but they none-the-less demonstrate that we have the knowhow to built our own equipment when and if necessary. Peckham trucks? Not a worry. The question is, do we set up production and sell to other museums?

C 290 made its trial trip along the main line to the North terminus on Saturday 21 February. Later in the afternoon it conducted some braking trials on the National Park line. When crossing the Princes Highway the looks on the motorised had to be seen to be believed. One cyclist, despite the dazzling paint on the car, removed his dark glasses in order to obtain a better view. The car bounced somewhat on the main line, but rode superbly on the National Park line. Thanks are due to all of those who took part in this car's restoration, but especially to John Matts and Ian Hanson (painting), Bill Parkinson and Mal McAuley (mechanical/electrical), Brian Hague and Derek Butler, (internal finishes) and to Chris Jacobs, Graham Bellar and Dad's Army for assisting those mentioned above. Some minor faults that became apparent during these trial will be rectified in time for the official entry of the car into service.

Tired of waiting for the CSO workers to repaint the D series Bedford Tower wagon, Brian and Jimmy tackled the cabin recently. The truck now looks splendid. Chris Olsen in the meantime is working wonders with the electrics. Maybe by the next Engadine Show we shall have two tower wagons in the parade!

Heritage Week

Heritage Week this year will run between **Sunday 26 April and Sunday 3 May**. Normal Sunday running will operate on these days. In addition, on **Wednesday 29 April**, three trips to National Park will be operating on the following timetable. Depart Loftus 10.15, 12.15 and 2.15, returning at 10.30, 12.30 and 2.30.

The RNP Rangers will be conducting guided tours commencing at the Visitors Centre and terminating at Audley on both Sundays and the Wednesday. These tours will commence shortly after the arrival of trams at National Park station.

On **Saturday 2 May** the Sutherland Heritage Tramway Festival will be held. This event is our contribution to Heritage Week and is held in conjunction with the local council, Chamber of Commerce and Rotary. Stalls will be located in Sutherland. Community buses will also be running from Sutherland to the tram stop at the army depot entrance. Community buses will also operate between RNP station and Audley. These trips will be free.

Sunday 3 May will see the operation of heritage buses provided by the STM and the HCVA. These buses will operate on two services. One will be between the Museum and Woronora Cemetery, thence Sutherland School of Arts, and the Woodturning Guild premises at Oyster Bay via Jannali. The return journey is via the Sutherland Entertainment Centre.

The second service operates to the Cemetery, School of Arts and then to Hazelhurst Cottage Gynea, where artworks will be on display. This bus also returns via the Sutherland Entertainment Centre.

Full details of these services will be available at the Museum and other Shire outlets, including the Council Libraries.

The Museum will be providing a photographic display at the School of Arts.

Easter/ANZAC Day

The Museum will be operating a normal timetable on all four days

of the Easter break, not just the Sunday.

Anzac Day, Saturday 25 April will also see operations running to a normal Sunday timetable.

COTMA Conference

A final reminder for this event. It will be held in Christchurch between 29 May and 4 June 1998. For those who have not made bookings, please contact Peter Kahn on 9498-3802 or see Bob Merchant at the Museum.

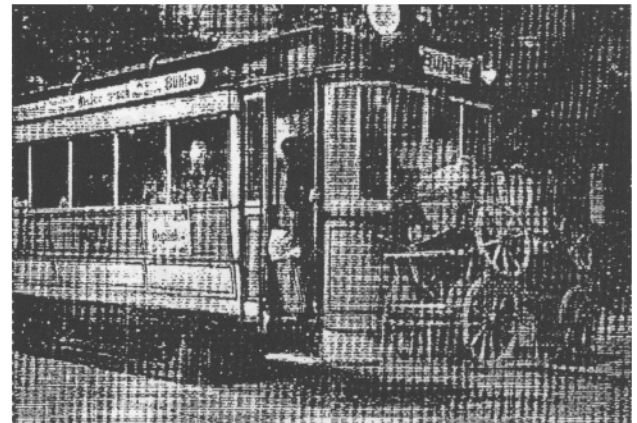
Other Coming Events

August - Annual General Meeting - date to be advised.

September/October - Annual Members Dinner. Date and venue to be advised.

November 28 - Annual Members and Friends Open Day.

Dateline Dresden, Germany, 1 December 1911



Frau Hoffmann after spending all day in town, returns home with a tram load of parcels for Christmas.

Knockers

A wonderful word that means different things to different people. To the American it means testicles; to the British, the mammaries, but to the Australian it is a mean spirited person who likes to denigrate everything that someone else achieves.

And guess what, we have some Knockers in this Museum.

They take great delight in denigrating the efforts of the hard working members by comparing our efforts unfavourably with those of other organisations. The most disturbing fact is they not only do it to any unfortunate member who happens along, but also make their jaundiced views known to the world at large.

The greater tragedy is the poisonous comments are being reproduced in other organisations newsletters. One wonders what sort of satisfaction the knockers get - destroying that which initially they set out to achieve.

Fortunately this Museum is bigger than the individual and it will survive. We have had a lot of praise from businesses we deal with and our professionalism is never questioned. Indeed overseas visitors frequently comment about how good our Museum is. Yes, we are up in the league with Crich and Seashore. And why not, we are the premier museum in Australia, and as befits being in Sydney, we are outward looking ready to embrace that which is new and different, because we realise it will be for our benefit. We have been praised for this attitude. We are not a little provincial museum stuck somewhere in the backblocks.

Works Report

Friday night 6 March saw the removal of transformers and other

items of electrical equipment from the yard to the old substation building at Sutherland. The next day the petrol store container was relocated. With judicious placement of pallets, the yard area was cleared in preparation for point assembly. Four sets of points will be needed for the Sutherland extension and assembly in the yard will be more convenient.

The points to 12 road have been completely rebuilt and are now working satisfactorily. This area is to be concreted and once done it will prevent dirt entering the mechanism. Three Road points will be the next tackled.

John McFadden, ably assisted by Allan Marshal, continues the important task of beautifying the area. Their efforts are appreciated by all and sundry, especially the public.

For Sale

A number of the 1961 edition of "Destination Circular Quay" have come to light. These can be obtained post free at \$10.00 per copy by writing to the Museum. These books are collectors items and a definite bargain at the price. First come, first served. Please quote your Visa/Mastercard or Bankcard no. and its expiry date. No cheques or cash please. Mark your request - **Attention Vic Solomons**.

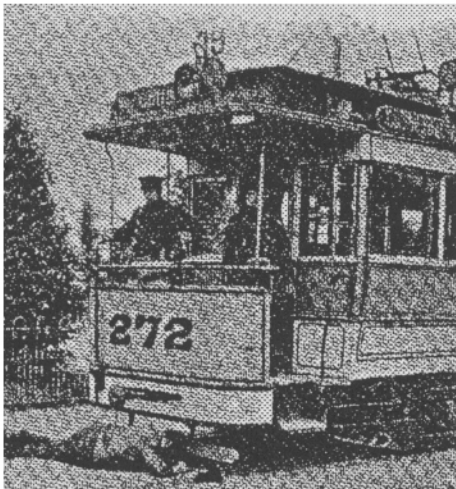
Giant Garage Sale

On 5 September 1998 the Museum will be conducting a Giant Garage Sale. Members are invited to participate by either donating material to be sold, (no junk), or by operating their own sales stall.

Things like books, railway/transport models, railway memorabilia, etc. would be suitable items for sale. A bar-b-que will be operating.

All proceeds will go to the Museum. Those who operate their own stall will be required to pay, as a donation, a percentage of their profits, to the Museum.

Dateline Dresden, Germany, December 2, 1911



Dresden, December 2, 1911. Herr Hoffmann, desperately poor and penniless after his wife's shopping spree the previous day, pleads with tram crews never to take Frau Hoffmann to town again.

Visitors

Two charters were held recently. On Friday night 20 February, we play host to the Sutherland Shire Historical Society. This organisation was very impressed with the level of workmanship evident in our restoration.

The following day, a return visit by St James Rail was made. This group enjoy food and wine and several of our members were noted assisting this group with their endeavours. Not the ideal way to lose weight, but as one said, "I enjoy my food." For those who don't know, St James rail are a group of parishioners from St James Church in Sydney. They have nothing to do with the ARHS or any group that inspect the subterranean tunnels in that vicinity.

A recent visit was also made by Sutherland Rotary on a Tuesday night. Like most people they left with a good impression of the Museum.

Visitors also included Noel Blackmore, his wife and friends from WA. They arrived on the Saturday afternoon and were given a guided tour of the premises, followed by a quick trip to Sutherland on the O car. All were favourably impressed by the museum. Noel expressed the desire to have a Sydney car in their collection to compliment the other states they have. The comment was passed that the WATM and SPER were two museums who had common goals and were prepared to co-operate with each other.

Another visitor on the same day was David Cwood from Auckland. He too complimented the museum.

World Transport Museum Conference for Adelaide

The International Association of Transport Museums has announced that its 30th Conference is to be held in Adelaide from 4 to 9 October 1998. The theme, "The World Turned Upside Down - Coping with Change in Transport and Communications Museums", will encompass a high quality technical program addressing issues faced by all specialist museums. It will be the first occasion that members of the IATM, founded in 1968, have assembled in the Southern Hemisphere.

The Sub-themes for the Conference will include Changing audiences; Changing technologies; Changing expectations of visitors, patrons, sponsors, workforce, governments; Economic changes - winners and losers; Social change - museums' responses to collections, exhibitions and volunteerism; and a special presentation on Indigenous Peoples' transport and communication.

A number of well-known overseas transport museum identities will be attending and have already offered papers for the conference. The IATM Conference will be followed in the next week by the International Council of Museums (ICOM) meeting in Melbourne, which is expected to attract 2000 delegates.

The Transport Museum Conference is being organised by a committee chaired by Dr John Radcliffe. Other members include Dr Peter Cahalan, (History Trust of South Australia), Tony Kaukas, (Museums Australia), David Byrne, (South Australian Aviation Museum), Jon Chittleborough, (National Motor Museum), Steve Yorke, (Port Dock Station Railway Museum), Malcolm Thompson (Australian Railway Historical Society - "SteamRanger"), Glen Paul, (St Kilda Tramway Museum), Alan Taylor (Australian Museum of Technology), Geoff Speirs (History Trust of South Australia) and Dieuwke Jessop, (South Australian Maritime Museum).

The meeting will be held at the modern Waite Campus of the University of Adelaide, and represents a rare opportunity for Australian transport museum participants to interact with colleagues from overseas.

There will be opportunities to visit the National Motor Museum at Birdwood, the Riverboat Interpretive Centre with paddle-steamers on the River Murray at Goolwa, SteamRanger's railway to Victor Harbor and a ride on the Victor Harbor horse trams. Other options will include visits to Adelaide-based telecommunications collections and modern telecommunications research facilities, the St Kilda tramway museum, the Port Adelaide complex of museums including the Port Dock Station Railway Museum, the South Australian Maritime Museum, the Military Vehicles Museum and the South Australian Aviation Museum. The will also be opportunities to ride Adelaide's O Bahn Busway and the 1929 Glenelg trams.

Suggestions from people wishing to give papers are welcomed. Presentations can be on the main theme or on the sub-themes. The preferred closing date for expressions of interest in presenting papers, along with a short abstract of the subject matter, is 1 March 1998. It is assumed that those authors whose papers are accepted will personally attend the Conference to present their papers. Authors are asked to bring a full printed copy of the paper together with the text on a computer disc at the time of the Conference. Further details will be sent to those whose papers are accepted. The language of the Conference will be English.

Registration papers will be distributed in April 1998, and those who would like further information and to receive copies of the registration papers or to suggest paper titles should contact the Conference Organisers, Hartley Management Group Pty Ltd, PO Box 20, KENT TOWN, SOUTH AUSTRALIA 5071, Phone: 8363-4399, Fax: 8363-4577, Email: sgt@ozemail.com.au

Further details and a form for expression of interest are available on <http://www.nasma.com/i_atm>

Contacts for further details: John Radcliffe (83038580), or Ainslee Hooper (83634399)

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Editor David Cooke

IMPORTANT NOTICE

Work will commence on 9 June 1998 on excavation for the pit in 2 road. Whilst the pit is being constructed only those personnel who have a legitimate need for being in the running shed are to enter that area.

Traffic staff are to be restricted to those taking out trams for the day's operations. Access to the trams will be via the western side of 1 road and the eastern side of 3 road. The whole area between these two roads is out of bounds.

Under no circumstances must any visitors be taken into the area until further notice.

The sign on/off book will be located in the Workshop Building just inside the rear door.

Garage Sale

Members are reminded of the Garage Sale to be held on Saturday 5 September. The sale will commence at 10.00am and such things as books, model railway equipment etc. will be available.

Chairman's Comment

The big picture - outside the square

The editor has been good enough to offer me a short section to share matters of interest with you.

Members will have read of the recent announcements for the introduction of a light rail system in Brisbane. Our friends at BTMS are to be congratulated for their efforts in securing a place on that system for the operation of heritage trams. This will provide their museum with a welcome cash flow and enable their membership to enhance their restoration activities and secure the future of their museum for future generations. A similar possibility in Sydney has not yet arisen due to delays with the Pitt and Castlereagh Streets proposals for extension of the SLR to Circular Quay.

A more exciting prospect for us at present is the plan in Canberra by a number of sponsor bodies to install a heritage tramway with ACT Government and STM support ('the Federation Line') linking the new Museum of Australia with the National Film and Sound Archive, ANU and Civic with a possible second stage including the Convention Centre and terminating at the Australian War Memorial. Should this plan succeed it will be necessary for us to deploy a number of our trams on this site, some on a rotation basis and some, such as the former Melbourne cars ex Newcastle, on a more permanent basis. To add to the federation theme our friends at PETS have offered support in sourcing for us a Perth body for restoration and use on the line. All of these activities help the heritage cause and also demonstrate the advantages of co-operation with our kindred museums. If this proceeds it will help secure the museum's long term financial viability. Consultants have been engaged to review the project. The key hurdle to overcome is finding for the line which is being investigated by the parties.

You have been given an opportunity to comment on the longer term plans for our Tramway Street. Recently the very real possibility of obtaining a stone building facade (including shop fronts) may have presented itself and its suitability and availability is being pursued. The precedent for this has

already been set by Crich. Whilst this changes the plans from those you have, the re-erection of a redundant building facade at Loftus potentially adds an authentic historical touch to our street scene in the same way as do our signal box and waiting sheds. I think this is an exciting possibility which will further cement our place as a bona-fide heritage organisation. I must stress however that this project is still in the embryonic stage and although a couple of similar opportunities exist, much still needs to be done to achieve this. More later!

Our cafe project for Harry's with R car 1892 came to a conclusion on 23 April when it left Loftus in pouring rain for its new home on Hunter Street, Newcastle. The owner, Michael Hannah, is very pleased with the work carried out by our extensive workshop team who were special guests at his official opening on Friday, 15 May. A visit on Sunday 24 May revealed business to be extremely busy with all four staff run off their feet selling their speciality pies, pasties and drinks, etc. to an eager and hungry public.

This project has provided the museum with much needed funds, to proceed in particular with the long awaited extension of the 2 road pit. All the people involved in this project must be congratulated for their supreme efforts on behalf of the museum. (A short article will be prepared for TW on this project).

Another matter of interest is an official visit scheduled for 7 June by three Hobart City Council Alderpersons together with an engineer and two others to further explore the possibility of heritage tramway operations in the waterfront vicinity of Hobart. This is a great honour for our museum to be accorded such a visit.

The increasing attraction of our museum to the public at large continues to gather momentum. Sunday 22 March was a case in point when a group in excess of 100 parents and children from Kings School, led by Housemaster Phil Brewer, were taken by tram to Royal National Park for a bush walk and picnic at Audley with a return mid afternoon. A St George social travel group were on a mystery coach tour on the same day. Instead of a short stay at Loftus they elected to travel to RNP, barbecue at the Museum and stay most of the day. Both groups had a great day and promised to be back again! It is activities like these that assure our continued success and I thank the traffic staff for their efforts on the day.

As with all museums we always need to provide variety for our visitors to make return visits and ensure our continued success. In this vein the Kings group requested a "toast rack" this year for their second visit and we were able to oblige. This brings me to our collection policy where, with the Olympics just around the corner and with overseas interest in Sydney at a high point, we have also gained increasing visitor interest from overseas. Our existing interstate and overseas cars already provide heritage comparisons with our own cars.

Subject to solving our space problems the opportunity now exists, as previously mentioned at our last AGM, for us to obtain a Peter Witt car from Milan. Greg Sutherland, Dale Budd and myself visited Milan in April to complete these arrangements. This will still be some time away as ATM have agreed to work on the car to make it bi-directional, before it leaves Milan.

A sister Olympic city, Munich, has generously donated to us two of their three-axle cars, for acceptance at the end of the year. These cars are unique in a number of ways and epitomise

the renaissance of the tramcar in Europe in the 1950's. They have the looks of the typical German car of that era yet with their floating centre axle, are unique in the evolution and design of tramcar technology. The opportunity to have such cars in Sydney in the year 2000 is marvellous and in my view again helps to ensure a prosperous future for STM.

We have also been fortunate in securing assistance from another overseas transport undertaking, STIB, Brussels, who have generously made available to us a pair of B3 PCC trucks and two pairs of B2 trucks. These will be delivered to the TMSV at Bylands for storage in the short term with the B3 trucks destined for 980.

Annual General Meeting

The AGM will be held on Saturday 22 August 1998. Further details will be sent shortly.

As alluded to elsewhere, there is the possibility of obtaining two Munich single ended three-axle cars. This matter will be discussed at the Annual General Meeting to gather member's opinions. It is important you turn up and have your say and exercise your right to vote.

Up for election this year will be the following directors, John Matts, Bob Cowing, Greg Sutherland and David Rawlings.

Traffic Report

The traffic staffs' notice is drawn to the notice at the head of this newsletter regarding entry to the running shed during construction of the pit in 2 road.

Over recent weeks it has been noted that the headlight on the north end of Nagasaki 1054 has been left "on". As a result this tram has had flat batteries within 2 or 3 days. There is a laid down procedure for stabling this tram, (and also PCC 1014), but these have not been followed. If any driver is in doubt, please consult the OIC for advice. In future drivers working either 1014 or 1054 are to walk around the tram after completing the stabling procedure to ensure all lights are out. Remember, when the trolley pole is removed from the wire, this does not automatically mean the lights are extinguished. Both cars are fitted with batteries powered through the motor generator set. When stabling these trams please ensure all switches are in the off position. For further information consult your Tramway Operations Handbook, Part D.

The safety and training committee is concerned at the delays taking place for final approvals, particularly for drivers. Reports have been received that driver trainee booklets or sheets are handed to various people, or put into the pigeon hole for approval, but are never received by the Operations Manager. To overcome this problem the following is to take place. When a crew member has completed his/her 20 trips, a short letter is to be written, addressed to David Rawlings, Operations Manager, Sydney tramway Museum, PO Box 103, Sutherland, 2232. The letter is to be accompanied by the booklet or sheets setting out the completed 20 trips. A photocopy of these should be kept by the member. In addition the S&T committee has also decided to improve the procedures for driver training and final examination. More details about this will be published in the coming months.

Works Report

Although wet, Saturday 2 May saw a lot of work being carried out inside the shed. The steel beams for the pit in 2 Road were moved from the workshop, where columns had been expertly welded by Joe, to the running shed. The move was carried out using the bogies from underneath R 1892. Two fork lifts were used, one driven by Chris Olsen and the other by Bill Parkinson. During the move a heavy shower of rain passed - Bill was soaked to the skin, but he still carried on regardless. To make way for temporary storage until the

pit area is prepared, rearrangement of various items between 1 Road and the shed wall was carried out. The tricky lifting of the beams was carried out under the watchful eyes of Bob Cowing and Mal McAuley.

Meanwhile back in the top shed, David Rawlings was busy sorting out overhead equipment for storage on his new shelving. During this exercise many unsafe items were despatched to the blue bin. In the afternoon Tom Tramby, Bob Cowing and Chris Olsen were busy erecting new shelving between 3 and 4 Roads. This will enable further items to be stored adequately.

Concreting of the rails in the traverser is proceeding as and when possible. To date about half of the track has been done.

Personnel

Congratulations to Laurie Gordon celebrated his 60th birthday on 4 June I believe. While on the subject of birthdays, Bob Cowing also recently passed the 53 mark and Bob Merchant is believed to be approaching the 60 mark later this year.

Bob McKeever had a spell in hospital recently suffering from a mystery ailment. He is now back on his feet and was able to pay us a visit on Saturday 6 June.

Joe Kirchberger has suffered a heart attack and will not be seen at the Museum for a little while as he rests and recuperates. We all wish Joe the best and trust he will be with us again also before too much time has elapsed.

Thomas Edwin Davies, aka Teddie, has also undergone heart surgery of late. He too is well on the road to recovery.

Car News

With the departure of R 1892 to Newcastle on 23 May 1998, the opportunity was taken to shuffle cars around. The O/P now resides back in the workshop along with C 290 and Brisbane 71. This last mentioned car is undergoing assessment prior to rebuilding. The W2, 392, has now been moved undercover.

Oops!

Thanks to ol' eagle eyes Tony Cody, it appears I made an error in the short resume on the E cars in SPER News 10. They are mounted on Brill 21E trucks, not Maguire as stated. Pity about that. Our freight car 24s is mounted on Maguire trucks and these are a bit of a mystery.

World Travels

Bill Parkinson recently returned from an overseas jaunt to the USA. There he was made welcome at all the trolley museums and operating systems he visited. He has since been showing all and sundry his photos, and a goodly collection they are too. At the National Trolley Museum, a small group in Maryland, he noticed a pre-war single ended air electric PCC car. On enquiring about it, he was told he could have it if he liked. Unfortunately it was a little too large to call cabin baggage. Also it was missing such vital things such as roof, floor, equipment and paint. The body shell was all that remained of the car after a fire several years ago. Likewise he was also given two fareboxes from the Museum at Branford for our PCC car. Arrangements have to be to ship these.

Centenary Celebrations

L/P 154 will be celebrating its centenary in May 1900. It was built as an F car and converted to an L/P in November 1928. John Matts is wishing to do something for this car's centenary. If you have any ideas write to John, c/- PO Box 103 Sutherland, 2233.

STOP PRESS

Bill Parkinson has just been advised that the fare boxes for the PCC car have been despatched by the Branford Museum via USA Post, to the Museum. Total cost, nothing. Many thanks are expressed to Branford for this generous donation.

SPER NEWS

Published by South Pacific Electric Railway

PO Box 103 Sutherland 2232

Editor David Cooke

GIANT TRAMSHED SALE

Members are reminded of the Giant Tramshed Sale which will be held on Saturday 5 September 1998.

The sale will commence at 10.00 am and finish at 3.00pm. Come early and get the bargains.

Works Report

As reported in the last issue of Spernews, work has commenced on the construction of a new pit in 2 Road. This pit will be used for running maintenance and thus free up the pit in the workshop for other uses. The pit is sufficiently wide to enable the maintenance crews room to attend to equipment mounted on the outside of the bogies.

On 10,11 and 12 June our favourite excavator, Alex Canini and son David commenced digging a rather large hole. After this work was completed they moved to the top carpark and levelled that area. Owing to poor foundation material being encountered, Canini's returned on Saturday 27 June to dig a little deeper. During Bob Cowing's absence on holidays, Mike Giddey continued to prepare for the installation of the steel beams which form the roadbed for 2 road tracks. The beams were finally positioned on Saturday 18 July. Tracks have been laid on the beams and they have been adjusted to ensure they are both in gauge, level and parallel.

Other work carried out using Canini Excavations includes digging the western wall of the traverser pit, levelling the road in Cross Street and excavating various trenches to enable Geoff Olsen to install further electrical conduit. The western wall of the traverser will be finished by Greg Sutherland.

Our gardeners, John and Alan have been busy transforming the grounds. John has been utilising the traverser pit as a propagating area. The memorial rose garden is gradually being built. Alan was able to retrieve a rose bush from the former Tempe Depot prior to the garden areas being removed and this is to be transplanted into the new garden, thus preserving yet another link with the tramways. This rose is an old variety, which in these days of hybrids is quite rare. Thanks to Alan for the donation of this plant.

John Matts, Ian Hanson and others have been busy repainting various static items in Tramway Street. The Police Box looks quite bee like in its coat of yellow and black. Further up the road the roof of the Signal Box has been painted. They have since moved onto the pergola over the park entrance. Look carefully at the colour scheme and see if you can notice anything about it.

Signalmen

Alan Marshall has been busy organising a new staff member to keep a permanent check on the place. Ernie, the signalman, now overlooks our operations both day and night, keeping an eye on all things. Ernie though does have a problem, he is legless most of the time! Fortunately this was taken into account when he entered our service and as a result he has agreed to work overtime for no extra cost to the Museum. Thank goodness for that, otherwise the bill would be horrendous.

Car News

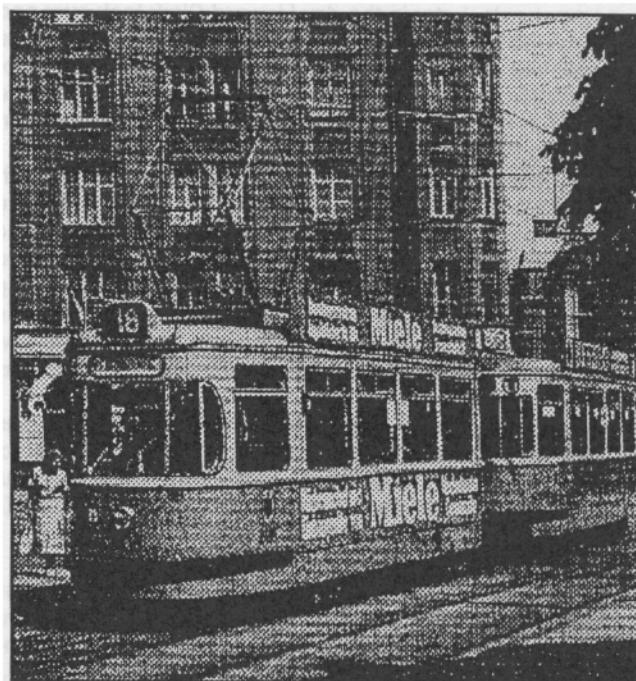
Both our operational R1 class cars have been in the

workshops of late for a little TLC. Tony Cody has been busy cleaning rust off Berlin car 3007 prior to it receiving a repaint. The harsh Sydney UV and sunlight has played havoc with the orange paint and it is very easy to see those areas which were protected or in shade. They still have the rich bright colour. The remainder of the car has faded quite dramatically.

Work continues on the O/P and as soon as it can be organised, canvas will be put on the roof. This will then enable the gutter rails and other items to be fitted, thus finishing off that part of the car.

In the meantime a new roof is being built for the tamper and it is hoped that this project will also be completed soon.

Munich Cars



As noted in last Spernews we have been offered the opportunity to obtain two 3-axle cars from Munich. Illustrated above is two of these cars in service. The possibility of them being accepted as part of the Museum fleet will be made at the Annual General meeting on August 22.

For the record these cars are 13.25m (43'6") long, or just about the same length as an O car. They have a wheelbase of 6.2m (20'4"), giving an overhang at each end of about 3.53m (11'6"). It will be noted from the photo that the car has a gently rounded front, similar to later Melbourne W series cars, contrasting to the sharp taper of the Sydney or Brisbane trams. The structure gauge for Sydney was very tight and trams had to conform to very strict rules when being designed, to ensure they did not foul the loading gauge.

The cars are single ended, hence the need for two as, the general integrity of the cars can be maintained, rather than splicing a front on the rear end. The cars are designed for standard right hand side loading and consequently have doors on one side only. The German authorities are believed to be willing to rewire the cars to enable two to operate back to back.

The 3-axle cars, (motors and trailers), formed the backbone of the postwar Munich fleet. They were built by Rathgeber between 1949 and 1965. A total of 532 cars were built of which 286 were motor cars. They are now being withdrawn from service and 18 have been donated to the third world former eastern bloc country, Romania, where they perform duty in Bucharest. Many of the remaining cars are being broken up.

The cars proposed for the Museum are of the M5 class. Car numbers 2657 and 2666 have been offered. These cars were formerly numbered in the 975 - 1049 number range.

Visitors

On Saturday 25 July, we were visited by John Buckle of England. John is the Archivist of the Tramway & Light Railway Society. This group has two main objectives, to record the history of British Tramways and to encourage people to model trams. The modelling scales range from N through to 3/4" to the foot.

John was royally entertained by Bill Parkinson who took great pleasure in describing the mysteries of the PCC car as well as discussing problems encountered, (and how we overcome them), in overhauling motors and other electrical components. Later in the day Howard Clark took over and discussed future plans of the Museum. In between he was shown our collection and was impressed by the standard of restoration and the variety of vehicles we have. Just before he left in the evening, John was treated to a ride in Berlin 3007 and was instructed in the art of controlling the beast.

Peckham trucks were used quite extensively by English tramways and John again was surprised by the number we have in our collection. On the Sunday he was taken to the Tradesman's Club in Dickson, Canberra, and was astounded to see the trams enclosed within the club building. Nothing like that in England and he wondered why it had been done here. A visit to the interior enlightened him. When he saw C37 mounted on yet another Peckham truck he was gobsmacked.

At Loftus we take so much for granted and it is only when someone comes in from overseas that we are reminded of how lucky we are. During his stay in the club John noted four Sydney cars, (2 R class, 1 P and 1 C), three Melbourne (a W2, an L and a cable trailer), two Adelaide (H and D) and a Brisbane FM repainted in a Phoenix colour scheme.

His impression of the Museum was most favourable and no doubt he will be doing his best to promote us when he returns to England. John expressed his thanks to all who made his day enjoyable, but especially to Bill and Howard.

New Friends

We welcome the following new friends to the Society and trust that they will soon be seen joining in our activities.

Colin Alexander, Michael Barry, Belinda Barry, Frank Bugby, Daniel Fleming, Jennifer Folkes, Andrew Foreman, Mitchell Foreman, Therese Foreman, Angus Mackenzie, Catriona Macleod, Jennifer Sayers, Philip Vipond, Roma Jerome, Warren Mann and Gregory Williams.

Obituaries

Mary McCarthy, wife of the late Ken McCarthy, passed away on Sunday 5 July after a short illness. Our sympathies are expressed to Stephen and Alexandra. Mary's funeral took place at the Lakeside Crematorium Dapto on Wednesday 8 July and it was attended by Frank McQuade, Roger Moag, Ben and Megan Parle and Vic Solomons.

Our sympathies are also extended to John Burgess who suffered the loss of his mother recently. She was over 101 years old.

Keith Jerome, one of our more recent members, also passed away on 11 April. Keith had suffered a stroke not so

long ago and unfortunately never fully recovered. His wife, Roma, has decided to carry on the membership and we welcome her to the Museum.

Annual Dinner

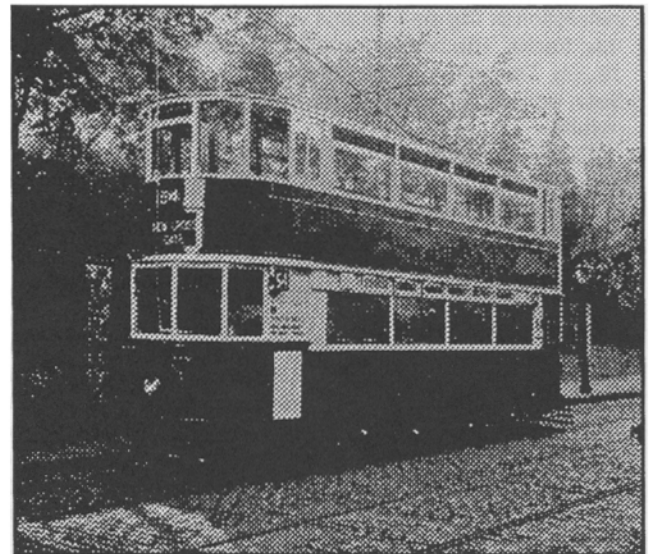
The member's annual dinner will be held at the Southern Sports & Recreation Club on Saturday 24 October 1998 at 7.00 for 7.30pm. The guest speaker will be Peter King, Chairman of the Australian Heritage Commission. The cost will be \$30.00. See attached form for bookings.

Incidents

As members are aware a rather large hole has been dug in Two Road at the front of the shed. Recently while stabling a tram Les Coghill lost his cap, which fell off the footboard of the O car and landed the correct way up in the hole. One other member of the traffic staff, noted for his wit and humour, pondered aloud if Les was trapped under the hat and what could be done to rescue him.

Anniversaries

To mark the 40th anniversary of the closure of the North Sydney tramway services, a photographic display was mounted in the Pylon Lookout visitors centre. This location is quite a popular tourist attraction and as a result the Museum gained further publicity. A small article also appeared in the North Shore Times. Thanks are expressed to Alan Marshall, Peter Kahn and Frank McQuade for organising the display and to the RTA for making the space available.



Recently restored by our sister museum in Crich, London E/1 1622 poses for the photographer.

Quick Quiz

A prize will be awarded to the first set of correct answers opened by the editor. Please address your reply to "Quick Quiz", Sydney Tramway Museum, PO Box 103, Sutherland, 2232. Entries must be received by Friday 28 August. Answers will be published next issue.

1. What was the last 4-wheeled railed vehicle to enter service with the NSW Tramways?
2. What was the first four-motor car to enter service in NSW?
3. Who built Australia's first steam tram motor?
4. What was the first four-motor car to enter service in Australia?
5. What was the first electrically powered tramcar in NSW?
6. What organisation was the first in Australia to operate a steam tramway?
7. How many horse trams have been built for the NSW Tramway Department?

SPER NEWS

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Editor David Cooke

Annual Dinner

The Annual Dinner was held on Saturday 24 October at the Sutherland Sports Club. Attendance was down on previous years but those who did attend had an enjoyable evening. The guest speaker was Peter King, Chairman of the Australian Heritage Commission. He outlined the Coalition Government's attitude and policy towards heritage items. The evening concluded with a journey to the Museum and return in R1 1979.

Members/Friends Day

Members day will be held on Saturday 28 November commencing at 12.00 noon.. The major event for the day will be the inauguration of C 290 into, albeit limited, service. The guest of honour has not yet been decided, but it is an important occasion. Members/friends are welcome to invite guests to show them what our Museum has and can achieve.

Giant Tramshed Sale

The giant tramshed sale was held on Saturday 5 September and the results were pleasing. Could we have done things better? Yes we could, and a post sale washup committee has analysed the results and made suggestions for the next sale. These will be acted upon. done things better? Yes we could, and a post sale washup committee has analysed the results and made suggestions for the next sale. These will be acted upon.

Another sale will be held next year on Saturday 4 September. Donations for the next sale are solicited. Further details will be published in SPER News.

Thanks to all of those who assisted by either donating material for sale, paying part of the profits of their sales to the Museum or generally assisting in some way.

Visitors

During the recent election campaign, our local member Danna Vale visited the Museum accompanied by the Leader of the National Party, the Hon. Tim Fischer. Tim has been a rail buff for a long time and was very impressed by our Museum. Owing to the election his time with us was not as long as he would have liked, but he has vowed to return, bringing his family with him.

Tim, Danna and party were taken for a trip along the National Park line in C 290. It had been turned using the Cross Street trackage to face the other direction. This allowed the open platform to be used for photographs of Tim and Danna. A coloured photo subsequently appeared in the St George & Sutherland Shire Leader. Bill Parkinson was driver for the day.

Works Report

Saturday 1 August saw the first truckloads of concrete, (about 10 cubic metres), poured into the new maintenance pit in two road. Even then it did not entirely cover the whole floor area. Down the hole during the pour were Dick Clarke, Mal McAuley and Greg Sutherland, while Bob Cowing supervised from above. Bill Parkinson and Tony Cody assisted by moving the

vibrator to the required position, while Mike Giddey assisted in removing concrete which had fallen onto the rails. Over the ensuing weeks a further 21 cubic metres of concrete were poured. The total mass of concrete is about 90 tonnes. And yes it was not cheap. The pit walls were constructed during one week by a CSO worker. The only work now remaining is the steps at the southern end and covers between the pit walls and the existing floor.

The first tram to negotiate the pit rails was Brisbane 71 on Saturday 29 August.

Greg Sutherland has completed the western wall of the traverser pit and Geoff Olsen has installed conduit for the power cables. Concreting of the rails is being carried out, albeit slowly.

Work continues on the points in the yard. This work has been held up due to the construction of the pit. One set of points has been completed and work will commence shortly on the others.

Overhead

David Rawlings is busily sorting out his overhead gear and has the task well in hand. A variety of shelving and drawers has appeared and many small items are now more easily located.

The overhead on the scissors crossover is being adjusted and hopefully this will make this area easier to use.

Paintshop

Thanks to Bob McKeever, John Matts can now say he would like his paint shaken not stirred. For some time now John has had a commercial paint mixer which needed a little attention to make it work. On Saturday 1 August Bob took his tools to the paintshop and repaired the machine. John was fulsome in his praise of Bob.

While on the topic of paint, (and this goes for other areas as well), John Matts has asked that members do not take it upon themselves to patch paint any tram. This occurred recently and while the intention was well meant, it has given the tram a motley appearance. In addition the paint used was incorrect and this means the additional work for John and his crew who now have to repair the unauthorised work.

So if you intend to do something, please ask the appropriate person beforehand.

The paintshop has taken a few further steps towards completion. On the weekend 17/18 October, lining was placed on the walls and the area divided into two, one part for general paint storage and the other for the paintshop supervisor. Insulating material has been placed on the eastern external wall to reduced the heat transfer. This has been effective. Shelving has been erected and soon the paintshop will be transferred from its present site in an old LCL container. The container will then be moved out of the top shed, freeing up space for a small overhead/signalling workshop.

Keys

A survey of all keys and who holds them is being carried out. Could members please write a short note to the Secretary stating which keys they have. Each key has a number stamped on it. This information is required as the locks are wearing out and need to be replaced. If you do not advise of your key holding, you may find yourself unable to gain access to the Museum.

Personal

Our chairman, Howard Clark, recently celebrated his 55th birthday. Congratulations Howard.

Peter Kahn has been elected chairman of the Association of Railway Preservation Groups, (ARPG). Best of luck.

Quick Quiz

It would appear that the Quick Quiz in the last issue stumped everyone. The questions are repeated below together with the answers.

1 What was the last 4-wheeled railed vehicle to enter service with the NSW Tramways?

Weed burner 144s

2 What was the first four-motor car to enter service in NSW?

29 or 30W - water sprinklers in 1903 vintage. The O cars did not come until 1908

3 Who built Australia's first steam tram motor?

Merryweather

4 What was the first four-motor car to enter service in Australia?

Kalgoorlie Bogie car 1902

5 What was the first electrically powered tramcar in NSW?

Battery tram trialed along Botany Road in 1888

6 What organisation was the first in Australia to operate a steam tramway?

The Port Adelaide, Queenstown Alberton and Portland Estate Tramway Company Ltd.

7 How many horse trams have been built for the NSW Tramway Department?

Four - two in 1879 and two in 1894. The other four which were built in 1861, 1864 and 1865 were for use by the Railways on the Pitt Street service

Tamper

Work has been continuing on the conversion of the tamper to an electrically operated vehicle. The major structural item, the roof, was completed by Brian Hague and the weekday warriors, sometimes called "Dad's Army". Chris Olsen, Bill Parkinson, David Bennet, Glen Kilham and others have been assisting with the wiring up of the vehicle; putting lights and horns in place and testing it to ensure that it works. The one major item that needs to be completed is the provision of earthing straps. These will need to be clamped securely to the rail before the vehicle can be lifted and turned. Otherwise the tamper will become "live". The vehicle has been numbered 147s. Its old number, TDX 45, has been recorded inside the vehicle as a reminder of its origin.

Chairman's comment at the 1998 AGM

Yet another year in the history and development of our museum has passed by and once again we are able to reflect on our excellent achievements. A lot of people have contributed to success and we are indebted to

them for their contribution and efforts.

In particular our weekday special groups have transformed our activities in a vital sense and the revenue generated now often matches our weekend revenue - something unheard of just a few short years ago. Equally our volunteer workshop team has grown and now thrives on an almost daily basis compared with the previous Saturday and Tuesday evening activities.

Apart from the benefits these activities bring to the museum, which are obvious to us all, they also tell another story. The fact is becoming more starkly apparent that our membership and friends base is rapidly ageing with more amongst us taking early retirement or becoming redundant in today's competitive environment. This translates at present into a win-win position for our museum, however as with all cycles we will not remain in this happy position for too long. Therefore unless we develop positive strategies to protect our endeavours for the future dark clouds could well appear on the horizon.

This issue is shared with other museum groups around the world and indeed with most other special interest groups, clubs and sporting groups as our future generations face competing lifestyle issues and increasingly fail to hold the same sentiments and passions for particular interest issues as we clearly have. There is no quick fix here, nevertheless if we want to see our investment in our heritage survive for future generations, we need to seek alternative ways of keeping our activities and our museum viable. For instance, services groups such as the Gallipoli club and the Rats of Tobruk Association inevitably are destined for the history books as their membership withers purely because time has caught up with these veterans.

Unlike people our veteran tramcars remain as tangible living reminders of the bygone era, and with such priceless assets placed in our care we have a responsibility to ensure they remain valued and appreciated by future generations long after we have also passed into history. Otherwise the risk remains ever-present that future generations will look askance at sentiment and the benefits of our hard work could be dispersed to private collections through ignorance, apathy and the demands of those who bring purely commercial considerations to the fore. Accordingly strategies are necessary to keep our mission alive and viable so that any such notions are overcome before they can gather momentum.

I know that some of you have harboured strong views about a range of issues relative to our museum, varying from concerns held some 30 years ago about the need to include buses or interstate tramcars in our collection to the design of our buildings, to stock sold in the bookshop or whether ice creams should be sold in the kiosk. Healthy debate is great for an organisation and it should be encouraged so long as the outcomes are positive. These positive outcomes have to date put our museum in the forefront of kindred museums elsewhere and we can now proudly be rated as one of the premier museums in the world. Our visitors book is one testament to this and the comparative examples of equipment provided to the Sydney Tramway Museum as goodwill gestures from elsewhere is another.

In recent times there has been a degree of comment which appears to question the need for the developments achieved during the last ten years and a degree of sentiment by some for a purely Sydney based collection which would enable the 'fans' to enjoy their

hobby without needing to cater for visitors or to broaden our collection beyond its Sydney roots. The reality is that our success has in part come from our diversity - both a diversity of ideas and attitudes which have one collective goal and the diversity of our collection which has helped elevate us to the status of a professional museum rather than a purely genuine fan based outfit. A quick look at some northern hemisphere museum groups will demonstrate that the latter is a recipe for slow decay and we have a lot to be proud of. It is the credibility which has come with these developments that has provided our museum with the support we enjoy from all levels of government and from the community at large. We should remind ourselves that we are able to enjoy much more of our Sydney origins because of these strategies and some of the outside activities we have been involved with.

Back to the future now. The key issue facing us is our ageing membership and the need to protect the museum for future generations.

One approach is to make a concerted effort to recruit younger members. The reality is that there are currently too many competing forces to provide any real assurance here and I suspect we will not see a reversal of this trend until Sydney has a larger light rail system and some of its first generation vehicles are withdrawn.

The ageing membership problem was referred to by a visiting U.S. light rail professional in his thank you note to me. To quote: *"I was very impressed by the accomplishments at Loftus. Your 'grey head' situation of course parallels that of other organisations. Since the tram is no longer a part of daily life, the natural process of attraction as an outgrowth of daily experience is no longer functioning. The only method of replacing it that I can see is extensive outreach programming by people dedicated to that task, and, of course, newcomers of merit must be cultivated as the needed resource that they are. Don't know about your part of the world, but I haven't seen much effort along these lines in mine. In a lot of places, the opposite appears to predominate. A sure path to extinction."*

Another way to address this issue is to broaden the activities of the museum in order to provide additional sources of revenue to bolster our core museum activities and perhaps when the time arises cover the need to employ essential personnel to supplement our volunteer work force. In the meantime as our financial statements demonstrate our outside activities such as the project with Harrys Cafe de Wheels has provided the means to bring forward the investment in our two road maintenance pit. The prospect for the construction of heritage tramways in both Canberra and Hobart (despite the recent reversal in Brisbane) provides further potential opportunities for the museum as would a city extension to the Sydney Light Rail system.

All of these create the possibility of restoring additional cars to run on such systems and provide future lease revenue to supplement our activities. Furthermore our participation in these projects helps raise the profile of the museum and create additional favourable publicity and thus boost our visitor numbers.

The possibility of a dedicated restaurant car for Christchurch is another exciting prospect at present.

We are recognised as a centre of excellence for heritage tramway activities and commercial approaches for expert advice are now occurring regularly.

Provided some of these projects proceed the

demands for operating cars will be strong and we will have a use for a number of the remaining ex Newcastle museum cars or the Rozelle cars. Operating cars from elsewhere such as the Peter Witt car from Milan or the Munich three-axle cars will also play a role here. I shall be happy to address these matters with you further during the course of general business.

I have already touched on the issue of the diversity of our membership and friends base being such a great strength in our common goal of developing our museum. Naturally even with the common goals as with any large group of people there will be differing talents, attitudes and personalities amongst us. This is generally a healthy thing and over recent years has been one of the key ingredients in our success.

However I must add a note of caution. In the last twelve months or so there have been two or three matters which have sent my alarm bells ringing and which if they develop further I believe will potentially impede our success. Consequently I am taking this opportunity to appeal to you all not to encourage division amongst us, try and see the other persons viewpoint, be civil, tolerant, reasonable and humble, find ways of avoiding possible confrontations or assisting others in this way, and remember our common objectives. I feel that unless we do this we run the risk of losing some of the vital ingredients in our museum- our good people. We should not forget that the museum is meant to be our hobby and provide us with a sense of pleasure to be a part of, not a place where unnecessary division, argument and intolerance towards others can be festered. I for one have no desire to be involved in such negative behaviour and I trust that the majority amongst us will all play their part in keeping our museum on a continuous track towards a positive future.

The last 12 months have been a time of major success for the Museum. The next 12 months can be a period of continued growth and expansion if we act together and seize appropriate opportunities as they develop, particularly ones that provide us with equipment to restore our current static fleet to operational status. If we continue to work together there is much we can achieve.

For the last few years members and other interested parties have identified important issues concerning our activities about which they felt needed to be addressed. I have broken them into categories, each with some examples as follows:

a. What are we doing about it, urgent action, category:

- i. City Tram Association tenancy problems at Rozelle;
- ii. Steam tram trailers at Berowra;
- iii. Enfield Water Tower

All of the above were satisfactorily resolved.

b. What are we doing about it, longer term category:

- i. J car 675 - carefully cultivated over more than 10 years
- ii. K 1295 and C 12 - similar to J 675

Again these matters were resolved satisfactorily.

c. What about spares/motors, etc.

- i. Thirty motors ex Canberra
- ii. Six motor/wheel and axle sets from Berlin
- iii. Six PCC bogies from Brussels
- iv. Spare equipment ex Milan

d. Opportunity knocks categories:

- i. Maroubra restaurant car 411
- ii. Hobart no. 20

iii. Kalgoorlie 22 swap with Brisbane 550

e. Saving for rainy day

i. VR car, W3 body stored at Bylands

ii. W2 249 complete in Victoria

iii. L/P bodies, 298 and 341

f. The bread & butter category

i. Christchurch 244 lease (for another 2½ years only)

ii. R 1892 Harrys Cafe - perhaps another one to come

iii. D 134s scrubber car use on SLR

g. Potential commercial operations category

i. Canberra Federation line

ii. SLR heritage operations

iii. Hobart waterfront

iv. Dedicated restaurant car for Christchurch

h. Why don't we obtain category

i. we have taken action on - PCC 1014, Nagasaki 1054, European 4-wheelers

ii. Future - Milan Peter Witt, Munich 3-axle

iii. Possible - Tatra (a Budapest double ender would be quite practical - ed)

j. Wish list acquisitions

UK double decker, Hollywood car, Boeing car (Boston preferred), articulated PCC, Düwag, Warsaw car, Hiroshima car, Rome car, Vietnam car.

When one reflects upon the above it is easy to see the strength and depth of our organisation.

Howard Clark

Chairman of the Board.

A gentle warning

A certain prominent member was travelling overseas recently. He was in a town where a tramway was operating. Not unnaturally he stepped off the gutter to obtain a better photograph of the tram. Within seconds he was surrounded by two policemen who addressed him in a most threatening manner, even suggesting gaol. The country, Russia, no; China, no; some eastern European dictatorship, no. It was the USA, the land of the free where anything goes. Except of course when you want to photograph trams. The city - Dallas.

All a Fraud as stolen trains tracked to Fat Controller

It was reported in the Sydney Morning Herald on Wednesday 4 November 1998.

"An English railway enthusiast known affectionately as The Fat Controller has admitted to taking some of his work home with him; namely four locomotives, six passenger cars, three breakdown coaches and no less than 30 wagons.

"Barry Daly, 43, who gained his nickname from a character in the Thomas the Tank Engine stories, assembled his private train set while working as a depot supervisor at Crewe railway station.

"He then passed on the illicitly acquired rollingstock, at least on paper, to a series of unsuspecting customers, including Pete Waterman, the pop music impresario.

"Daly, of Crewe, Cheshire, pleaded guilty at Chester Crown Court on Monday to five counts of stealing locomotives and rollingstock, and two counts of stealing nearly £44,000 (\$118,000) from prospective customers.

"He was warned by the Recorder of Chester, Mr Quentin Querrelle, that he was likely to be imprisoned when he reappeared for sentencing on November 27.

"The prosecutor said the thefts were carried out between January 1996 and January 1998 while Daly was employed by Rail Freight Distribution as a depot supervisor.

"Like the fictional fat controller, Daly's role at Crewe sidings was to take charge of shunting operations. It was a task he had fulfilled for many years.

"His dishonesty had been twofold: first in relation to his employers and second towards those seeking to buy redundant locomotives and rollingstock.

"The Waterman Railway Heritage Trust had paid Daly £42,000 for certain stock, while another collector, Brian O'Hanlon, had paid him £1,000.

"The items in question had never reached them and it later became apparent that Daly has spent the money.

"Outside the court, Mr Waterman spoke of his shock at having been duped by Daly, who was a trusted volunteer at his heritage centre.

"He recalled: "He was known as the fat controller. All the kids loved him. He was a regular warden at the heritage centre and was very good at his job. This was quite a shock."

What more can be said!

Remember

Members Day on Saturday 29 November.