

SPER NEWS

Published by South Pacific Electric Railway

PO Box 103 Sutherland 2232

Editor David Cooke

IMPORTANT NOTICE

SECOND HAND MECHANICAL AND ELECTRICAL EQUIPMENT SAFETY

The Museum encourages the initiative of members who obtain, often at nominal or no cost, preloved items of mechanical or electrical equipment that are useful, sometimes invaluable, in our restoration, construction and maintenance activities.

To ensure that such equipment is safe, it is essential that it be inspected by a competent person before it is used for the first time. A register will be provided to record such inspections.

The following persons are competent to inspect equipment before use.

Mechanical Equipment:	Malcolm MacAuley, Bill Parkinson, David Rawlings
Electrical Equipment:	Geoff Olsen, Greg Sutherland
Construction Plant (Minor):	Bob Cowing

Additional persons who can demonstrate appropriate competence may be added to the list. This equipment does not include infrastructure and rollingstock that is part of the accreditation under the Rail Safety Act.

Richard Clarke,
Chief Engineer, 21 January 1999

Members/Friends Day

Members day was held on Saturday 28 November. The highlight of the day was the inauguration of C 290 into, albeit limited, service. The guest of honour was Norm Chinn, our founding member. Norm spoke about the achievements of the Museum over the past 49 years, the problems the encountered with various Government bodies, other railway groups etc.; how the Museum survived the trials set before us and how we have grown into the organisation we are today. Chairman Howard present Norm with a plaque commemorating the restoration and without further ado a white ribbon was cut and C 290 was officially received back as a fully functioning item of the Museum fleet. Invited guests then joined the tram for a run to National Park. Others who wanted, followed in another tram. The C car then ran several trips along the National Park line for the benefit of members.

Traffic

The following is to be noted and observed by all who are rostered for traffic duties.

On traffic days the shunting limits are to be between the Pitt Street Gates (main entrance) and the Gates at the south end of the site on the line to National Park, ie the length of track within the Museum boundary fence.

Crew Training

Nagasaki Car 1054 will be made available for training on Saturday February 13 1999. Drivers who are not qualified to operate this car, and who wish to learn, are to contact Ken Butt.

Bill Parkinson will also be teaching interested members in the operation of the Tamper 147s. Please contact Bill if you wish to learn how to operate this beast. (Once you learn, you may be required to attend on Saturdays and assist with trackwork).

Personnel

Member no 62, John Moffit, recently reached another

milestone in his career - retirement. After many years of faithfully serving the New South Wales Railways, John has decided to call it a day. In his retirement he will devote his energies, inter-alia, to fishing, bowls and teaching grandchildren to swim.

At his farewell on Friday 15 January, John listed the following four items as highlights of his career, firing 1210 on its journey to Canberra where it was then mounted on a plinth outside Canberra Railway Station; firing the 38 class on the inaugural run of the Spirit of Progress to Sydney in 1962; driving the "Flying Nuns", (the prototype double deck suburban control cars 3801-3804) and being involved with the tilt train trials a few years ago.

Congratulations John and may you have a long, healthy and happy retirement.

On a sadder note long standing member and dedicated Museum supporter, Ron Murray, passed away in early December.

Compactus

Thanks to the eagle eye of Bill Parkinson the Museum now owns a compactus. Tony Cody and Laurie Gordon are clearing a space on the Workshop Mezzanine floor in preparation for its installation. Thanks to Bill for finding this particular item for us.

Works Report

Concrete and tracklaying seem to have been occupying the attention of the Saturday workforce over the past few months.

The pointwork in the yard has been concreted in its final position. Trams which previously had difficulty in negotiating this set of points now pass through without any hassle. The concreting was carried out on 23 November. Thanks go to Craig Parkinson, Bob Cowing, Bill Parkinson, Allan Marshall and others who assisted on that day. Surplus concrete was used around the traverser rails.

About 12 months ago the roadway on the western side of the main shed was excavated in preparation for the laying of track to 15 road in the smaller storage shed. There it lay incomplete until a panel of track was laid by Bob Cowing and Mike Giddey a few months ago. Not long after this panel was in position than the gods smiled upon us. A delivery of surplus concrete was received from Concrete and the track panel was concreted into position. Since that date, and through the heat of summer, Tom Tramby, Mike Giddey and others have been selecting and cleaning lengths of rail, aligning and positioning them with the result that track is in place from the small storage shed to the front of the main shed. If any more surplus concrete is offered then there will be plenty of space in which to deposit it. Fifteen road will eventually be connected to the lead connecting 12, 13 and 14 roads to the main system.

On Thursday 7 January 1999 the eastern side of two road pit top surrounds was concreted. Some 4.6 cu.m. of ready mixed concrete was poured in this section and for the stairs leading down to the pit floor. To complete the stairs a further 0.5 cu.m. was mixed at the Museum. When the western side has had the edging and reinforcement completed it too will be poured. Four members donated an average of \$200.00 a piece to allow the completion of the pit top and surrounds. Many thanks go to those members. As is usual, it was a hot and humid day and the pour was carried out by Bob Cowing and Tom Tramby, ably assisted by Bob's son Luke. Luke has decided that manual work is too hard and consequently will be reviewing and renewing his study habits.

Geoff and Chris Olsen have run wires to a junction box on the side of the traverser pit wall. This is in preparation for permanent wiring of this facility.

Work has also been proceeding on the traffic office which is located over the substation near the workshop building. The internal walls have been painted and a ceiling provided. Flooring will be installed shortly. When complete this will allow the transfer of many of the office functions currently being carried out in R1 2044.

In the workshop building Derek Butler has been busy erecting a new wall just near the Cross Street entrance. This wall is in the form of a display area and will have, inter alia, photos of restoration projects as well as details of current projects.

Work has resumed on the laying out of eight road. The lengths of grooved rail previously dragged into the area have been cleaned by one of our CSO "volunteers".

When complete the additional track space will permit a better distribution and layout of the trams in the display hall, subject to fire escape regulations which require that adequate passageways be provided between the tramcars.

Funds have been donated for the completion of this work.

Donations

While on the topic of donations there are several other small projects that could be completed quickly if the funding was available. One that springs to mind is the roof over the toilets in the Workshop Building. Completion of this area will allow storage of patterns and other workshop items, allowing the site to be tidied that bit more. Less than a \$1000.00 will see the completion of this project. Already some money has been donated. So how about it. If you do make a donation for this project make sure it is clearly marked.

Paintshop

Thanks to the efforts of one of our weekend "volunteers", the paintshop store and office is now complete with lined walls and shelving. As soon as John Matts has finished the internal painting all paints will be moved over to the new location. The paintshop is divided into a ready use store where the general run of the mill paints will be kept and be

readily accessible. The other part is John's office which will house records, samples and other such historic material. It is fitted with a special lock and as such will only be opened to those who need access.

The space vacated by the LCL container, for so long the paintshop, will be turned over to a signalling store/repair area. Shelving to accommodate this equipment has been erected.

Tramcar News

Ken Stockdale has been busy recently making and fitting new bell straps on N car 728.

R1 1951 is currently in the workshops being restored internally. A significant government grant was received for this work. For the time being the exterior will remain as is, although some enthusiastic members are contemplating doing some cleaning back work on it. When the interior work is complete 1951 will return to the main shed.

To allow this work to take place, the O/P has been temporarily placed in the display hall.

O 1111 is receiving some long overdue attention to its bogies. They have been removed from underneath the car and currently one bogie has had countless years of muck and grime cleaned from it. Persons involved with this messy task include Tony Cody, Tom Tramby and Vic Solomons.

The bogie bolsters have been removed and new rubbing plates installed. The old pivot plates atop the bolsters have been machined and look new. When reinstalled under the car the characteristic bouncing ride formerly associated with this car will have disappeared.

In order to bring the tyres back to pristine condition, Bill Parkinson devised a method of grinding utilising the motor generator set in the workshop. It was connected to the motors which were then turned slowly while Bill used a hand held grinder to remove surplus material.

Brian Hague has also attended a number of small body repairs while the car is in shops. The roof of the car has been painted with Emerlad and hopefully this will stop any leaks.

Heritage Committee

The Heritage Committee met in November and among the items discussed was the starters cabin formerly located outside the Manly Ferry wharf. This is currently located in a dilapidated state at the back of the shed on 7 road. It will be repaired and refitted with a pitched roof. A recommendation will then be made as to its location. Current thoughts are to place it either at the entrance in Pitt Street or at the southern end of the Railway Square Waiting Shed, depending on space available. The telephone booth currently at the northern end of the waiting shed is to be removed and repaired and also placed at the southern end of the shed.

The Heritage Committee also approved the style of handrail for use on O/P 1089. Patterns have been made by Brian Hague solely from photographs of the car.

New Tramcars

Four members, viz. Howard Clark, Greg Sutherland, Tom Tramby and Bill Parkinson, adjourned to Germany in mid December for the handover of the two Munich three-axle cars. The handover occurred on Friday 10 December. Thereafter the group split and went their several ways. Tom and Bill elected to go to Berlin thence Cologne and Frankfurt am Main before joining the aircraft home. Howard sallied forth to Paris while Greg met his wife and they departed for other areas of Europe.

It is expected that all of those who supported the acquisition of these vehicles will now volunteer their services and help maintain them in good condition.

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Personnel

Ronald Edward Murray

The tramway preservation movement lost one of its pioneers when Ron Murray passed away on Monday 23 November 1998 at the age of 89 years.

Ron was the first member to join the then Australian Electric Transport Museum, the precursor of our Society, after the four foundation members formally opened the inaugural meeting back in September 1955. He became member number 5.

When incorporated as a co-operative society in 1959, Ron became the first chairman of the board and continued to play an active role in the Museum's affairs until April 1998. After this time he was more or less confined to his home in Lawson as a result of injuries sustained in a minor car accident.

A solemn requiem mass for Ron was celebrated at Our Lady of the Nativity Catholic Church, Lawson on Tuesday 1 December, after which the cortege proceeded to the Leura Gardens Lawn Cemetery.

The Museum was represented by Howard Clark, Leslie Coghill, Thomas Edwin Davies, Robert Gibson, Robert G. Henderson, Peter Kahn, Paul McDonald, Francis McQuade, Robert Merchant, Bennet and Megan Parle, Arthur and Norma Perry, Victor Solomons, Tristran Tottenham and David Wilson.

Ron will be sorely missed by all those privileged to have been his friends. (BJP)

Level Crossing Signals

Members attention is drawn to STN 9901 attached to this mailout.

In January and February 1999 Chris Olsen, James Percival, Glenn Killham and David Bennett carried out some modifications to the signalling system at the Princes Highway Level Crossing on the National Park line. The work was carried out over three hot days. On Tuesday 12 January the emergency stop switch on pole 304 was relocated to pole 305 below the flashing amber lights. The redundant lights on pole 304 were then removed. On Wednesday 13 January a box was installed on the outside of the National Park substation, a trench dug from this box to pole 44 and conduit installed. On Friday 5 February cabling was installed and the emergency stop switch was moved from pole 48 to pole 44, again to below the flashing amber lights. The new switch to turn the crossing ON/OFF was installed in the box on the substation and all necessary connections were made. The system has since undergone extensive testing.

The cutover date for the new system is **Wednesday 3 March**. Traffic staff are to particularly note the new operational procedures.

Special Events

Members should note the following special traffic days.

14 March - Extravangza Day There will be an enhanced service and multi-car operation.

Saturday 17 April - Sutherland Tram Festival.

Also, on 13 April it will be 30 years since the Brisbane Tramway system closed.

Compactus

Ever tried to sort out a 1000 piece jigsaw? Well Tony Cody and Laurie Gordon have been doing just that when assembling the new compactus. What appeared to be a simple job turned out not to be so. It appears the compactus is composed of several different units and none match. However Tony is slowly coming to grips with it and the structure is gradually taking shape.

The compactus is located on the western side of the mezzanine floor in the workshop building. Both Tony and Laurie, assisted by others, cleaned this area out and disposed of much unwanted material.

Chairman's Report

Heritage 2001 Program

In June 1997 the Museum applied to the NSW Heritage Office for grant funding under the Heritage 2001 program. Projects had to be for the conservation and presentation of major items of state significance with total costs not less than \$40,000.00. The projects had to be staged over a four year period. Our submission was for the restoration of five tram bodies to enable them to be made available, if required, for possible heritage operations over the new Sydney light rail network. Electrical and mechanical work was not included as part of this proposal for it was to be deferred until a second work phase at a later date.

The NSW Heritage Office has recently confirmed third and fourth year funding totalling \$70,000.00 bringing the total allocated to us over the four year period to \$82,000.00.

At the time of our application letters of support were received from the Lord Mayor of Sydney, the Sydney Light Rail Company, Powerhouse Museum, Tourism NSW and the Hunter Valley Training Company.

The project requires the tram bodies to be not less than 50 years old. Four corridor cars were selected, (no. 1951 is currently in the workshops) and three from those collected by the City Tram Association with the assistance of the City Council, including two R cars. It is not currently possible to advise which of these cars will be included until various matters of detail are sorted out with the Council.

The fifth car is a project involving the shell of L/P 341 at the HVTC. It is planned to backdate this car into an L type combination car.

With such significant funding coming from this source, members will now understand the reason for R11951 appearing in the workshop for interior restoration. Seats are being re-upholstered offsite and new canvas concertina doors are also being made by contractors.

W2 411

Members will recall that this car body was retrieved from the Maroubra Junction hotel some years ago where it had been used as a restaurant. In order for it to be moved it was necessary for it to be dismantled. Geoff Spaulding has been working on putting this car back together. It is expected it will soon be rebuilt and become an operational restaurant car for the Christchurch tramway. A most exciting project.

Other Matters

Agreement has been reached with the HVTC for Gentle Annie, (42u, 42ss, L707), to be transported to Maitland for rebuilding of its corroded underframe as a training project.

Agreement has also been arranged with HPOTS at Cessnock to house PR1 1517 (the one currently stored

outside), and W5 792. Both of these cars are several years away from restoration and their removal will create more room on site. (HRC)

Heritage Committee

The Heritage Committee met in early February. It was resolved to recommend to the Board that the E cars, 529-530 be taken into the workshops for restoration of the body and electrical components. The cars will be restored to an open front condition. These cars are the only ones from the original fleet that have not been restored.

As the 50th anniversary of the Museum approaches, (it will be next year), L/P 154 is to be taken in for some workshop attention to the body. The car will be restored to its green and cream paint scheme.

The committee also discussed the future of the single slip pointwork. This item was formerly used in the depot yard at the old site and was retrieved and subsequently stored. For some time now it has been semi laid out south of the Railway Square waiting shed to see if it will fit in that area. It will prove impossible to fully exploit it and rather than pack it away, or even use it component parts for other points, the committee has recommended that it be laid out, concreted in position and used, although two legs will not lead anywhere. By doing this the single slip will be preserved, on display and useful.

Annual General Meeting

The secretary advises that the Board of Directors have agreed to the announcement of the next Annual General Meeting, being held at the Sutherland Scout Hall, 1 Eton Street Sutherland on Saturday 21st August 1999, commencing at 1pm.

Special Hirings and Parties

One of the lesser publicised activities of the Museum is the weekday and special charters. In January we entertained the AETA for their 600th meeting, the Illawarra Motoring Museum, residents from the Frank Whetton Masonic Nursing Homes, Edvest, (the NSW Teachers Credit Union), the Mittagong Probus club, the Figtree Ladies Probus club and a wedding.

February was no less busy with a visit from the Loftus cubs, the EJ/EH Holden owners and driver's club, the Southern Sydney Therapy Centre and the Austin Motor Vehicle Club.

All these visits by outside groups bring much needed revenue to our society and thanks goes to Ron Ham for his organisation of them. Ron has also organised charters as far ahead as Saturday November 27 this year.

Paintshop

John Matts is as happy as a pig in mud. After years of operating out of the cramped and inadequate facilities of an LCL container, he has now moved into his new paintshop. The move was assisted by Norm Chinn. The new facilities will permit him to have close at hand all items needed for discussions on paints, painting and other related matters.

Works Report

A further 2 metres of concrete was received for the 15 road track panel on Saturday 6 February. Work continues with the excavation around the tracks in front of the depot building. It is planned to concrete this area as well.

The office above the substation has now been painted. A new timber floor will be installed shortly and it will then be ready for occupation.

Other Museums

From the other side of the world comes some news of the Amsterdam Tramway Museum. This museum operates along a former railway track in the Amsterdam Forest, the largest recreational area in that city. Like our National Park line, several other attractions can be reached by foot from the tramway.

The museum's fleet comprises trams from various parts of Europe, (except the UK, which as any Englishman will tell you is **NOT** in Europe). Cities represented are Amsterdam, Rotterdam, The Hague, Groningen, (all in the Netherlands), Vienna (Austria), Kassel, Berlin, Hamburg (Germany) and Prague (Czech Republic). The cars were all built between 1910 and the 1950s. The museum is actively seeking to combine their operations and collection with two other groups at some time in the future.

Their aims sound remarkably similar to our own. The museum is also planning the development of a new building at their current location, (a tram depot). This redevelopment will permit the bringing together of trams, buses and street furniture.

At the end of the 1998 running season, (most overseas museums only operate for about 6 months of the year, late spring to early autumn), major maintenance works were carried out to the fleet and the tramline.

The depot tracks, which had been in situ since 1975, were thoroughly worn and had to be replaced. This work commenced before the end of the running season when the track was cut into convenient lengths so they could be lifted by crane as soon as the running season was over. The new trackwork in the depot has been designed to reduce the radius of the curves and thus minimise wear and tear on both the cars and the track. The points will be connected to a degreaser/oil separator system because of environmental reasons.

Another major task is the replacement of the overhead wiring poles. These were also erected in 1975 and no longer meet the required standards. A number of second hand poles have been acquired in the past few years and they have been cleaned and prepared for installation. When replacing the poles, the opportunity will also be taken to simplify the overhead wiring. This will probably occur during 1999.

On the tramcar restoration side Hamburg 3600 is being restored to operational use. This tram was built by Falkenried in 1952 and entered service in 1953. It is of the V6E type with a weight of 18.2 tons and is equipped with four 50 kW AEG/SSW motors. Apparently the resistance racks, mounted on the roof, proved to be a puzzle when it came to reinstalling them. These trams were built for trolley pole operation, but this can no longer be used so a pantograph has to be mounted instead. The steel work on the roof and around the stair wells was badly rusted and has had to be replaced.

GVB tram 468, owned by another museum group, suffered major damage in an accident while running over the city tramlines. The Amsterdam Tramway Museum has contracted to rebuild the car and at the same time remove some of the "modern" features installed when it was used as a works car.

GVB 144 is also undergoing restoration. This car, owned by the Dutch Railway Museum, was involved in some legal action as a third group claimed they had the rights to the car. It is now being dismantled in preparation for rebuilding work which will take place in the Dutch Railways workshop at Haarlem. A restoration group for this car has been formed and they will be working on a Tuesday night. (What is it about Tuesday nights that make it so popular with tramway enthusiast restoration groups? Nothing interesting on TV worldwide?).

Just like us attendances are fickle. The 1998 season was down due to poor weather, but hopefully the 1999 season will be better, but our Dutch friends hope the weather will not be too good, otherwise people will go to the beach!

Due to a tram driver shortage in Amsterdam, a number of museum drivers, who were trained by the GVB, have been hired back to operate the trams. It is reported that the Museum's treasurer is very happy with this arrangement and obviously hopes the GVB shortage stays for quite some time.

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News from the Board

At its meeting on 19 March the Board agreed to maintain its earlier decision that the top priority for the works program was the completion of 8 road in the main building. Top priority for the restoration program is L/P 154, the Board being conscious of the necessity of having this vehicle in tip top condition for the 50th anniversary of its donation to the Museum.

The Board also considered suggestions relating to the possible restoration of the E cars. It was noted that work on these vehicles, without a complete electrical and mechanical overhaul, would not provide any additional operational fleet for the Museum. However the cars are to be evaluated for restoration to display hall condition.

The future of the single slip was also taken into account. It was noted that current financial resources and priority works commitments were such that it would probably be five years before work could be undertaken on this item of trackwork.

More details can be obtained from Greg Sutherland, phone 9337471.

Proposal for Life Members

The question of creation of a life member grade within the Museum membership has been asked of the Board and it was considered at the Board meeting held on Friday 23 April.

Given the numerous options that could apply to the criteria of life membership nominations and elections, the board resolved that this issue should be decided upon by the general membership rather than directly by the Board. It is therefore intended to raise the issue of Life Membership as part of the General Business at the 1999 Annual General Meeting.

If you have a proposal relating to Life Membership it should be prepared in a form which can be distributed as a written paper at the AGM to assist the debate on this important issue.

Some suggested points to be considered:

- should there be life members
- the criteria for life members
- the number of life members that should be created, (possibly a percentage of the total membership)
- how these positions should be filled (form of nomination, form of election)

- should the number of life members be fixed and new life members only be elected to fill vacancies by the decease of existing life members
- should all life membership positions be filled immediately

Bookshop Manager

The position of bookshop manager is currently vacant as Bill Mc Cabe has had to step down due to pressure of work commitments. The Board accepted Bill's resignation with regret and records its appreciation of his efforts in this important aspect of the Museum's public face.

The bookshop Manager is responsible for stock control, presentation and sales in the bookshop. It is essential we fill this position as soon as possible. If you feel you have the qualifications or would like to help please direct your response to a board member.

Members Night

Remember Empire Day? You know a half day school holiday in order to prepare for cracker night. Tuppenny bangers, exploding letterboxes, catherine wheels, jumping jacks that seemed to follow you no matter which way you ran. Well we cannot turn the clock back to those halcyon days, but on Saturday 5 June we are holding a members fireworks night at the Museum. Bring your own "grub and grog", and enjoy the company of fellow members. Fireworks will be provided.

New Exhibit

As many members may well now know, the Society has acquired R car 1808 from Waverley Council. This tram is in reasonable condition, having had over \$100,000.00 spent on it by the Council using bi-centennial grants.

Car News

Work on R1 1951 is almost complete. Brian and his daytime crew have transformed the tram to a state where it can be painted and placed on display.

L/P 154 is now in the workshops and has been lifted from its bogies to enable them to be overhauled. The electrical wiring is being replaced by Chris Olsen and Glenn Killham. Body work is being attended to by dad's army and many old and worn parts are being replaced.

Both 1951 and 154 will be repainted by John Matts and the paintshop staff.

As a result of further research and a greater understanding of terminology, it has become necessary to repaint the "brown" of N 728. The colour is darker than its previous colour and it looks resplendent in the new scheme. This work has been carried out by Norm Chinn, Bob Merchant and John Matts. Continuing research has enabled the Society to become the leader in determining accurate colour schemes on early railied transport in NSW.

O 1111 is back in traffic after having its bogies overhauled.

The two Munich cars have arrived and are stored in the open. To make way for the two Munich cars, three Australian trams were removed from site. "Gentle Annie", (L707, 42ss) has been stripped to the underframe and sent to the Hunter Valley Training College for a rebuild. When complete it shall be returned to the Museum where the original platform tower and cable drum carrier will be reinstalled. PR1 1517 and W5 792 were sent to storage.

One positive result of all these moves has been the storage of K 1295 under cover. This will help prevent further deterioration of its already fragile body.

Work on converting W2 411 to a restaurant tram



Tatra KTD 4 near the Gorlitz Railway Station, Germany

continues to proceed. A local paper in Christchurch, 'The Press' reported in January that the Christchurch Tramways General Manager, Mr Martin Mongan, said the company was close to adding a dedicated restaurant tram, which would be fitted with a kitchen, toilets, bar and seating for 36 people, to the fleet. He said the decision to have a purpose built restaurant tram had been prompted by the success of the part time dining tram now in use.

Prison Tram 948 has also been the recipient of some overdue attention. Dads army have replaced the damaged pedestrian guards on both sides of the tram. Also the gutter drip rail on the window side has been replaced. It had been suffering from dry rot.

Personnel

Ben Parle had an extended stay hospital recently but fortunately he is now well on the path to recovery. Megan is threatening to send him to Loftus in order to get him out from under her feet. Seriously though, we all wish Ben the best and hope to see his happy countenance again in the pishop. Ben's understudy, Ron Ham, has learnt well from his master for the pies on Saturday still burn the mouth of the unwary!

Congratulations to Dick Hall who recently celebrated his 60th birthday. Also to John Matts who celebrated 48 years on this earth.

While on birthdays, Chris Olsen recently celebrated his 21st at Loftus. A goodly number of SPER members were in attendance to help him celebrate this important event in his life.

Traffic Notes

Museum line conductors are reminded that it is their responsibility to set the points for each tram movement at the scissors cross over.

Driver and conductors are reminded that an INCIDENT FORM must be completed should a tram be involved in any accident or incident. The completed form should be handed to the Officer in Charge on the day so the days reports can be completed.

The next period of rosters are currently being prepared and will be forwarded asap.

New uniform epaulettes are now available at a cost of \$10.00 per set. Please contact Ken Butt if you require a set.

Books

The long awaited *Coaching Stock of the NSW Railways* will be available from July. The Museum is now taking orders for this publication. Topics in Volume One include all the four-wheel carriages, vans and ancillary vehicles; the radial cars, both eight and six-wheeled; early bogie cars such as the much maligned Redfern cars, the Clemminsons and Ashbury cars; the Express and Express Lavatory cars and vans and their later rebuilds; the cars and vans whose length was in the 60 - 67 foot range; the 72'6" cars; various short bogie vans such as hearses, horse boxes and the like and the suburban cars later converted to electric operation. Where appropriate full set details are given as well as various operational aspects of the carriages, full numbering details, conversions and other such important dates.

To reserve your copy please contact Bob Merchant or David Cooke in writing. The anticipated price will be \$80.00. Please include your Visa/mastercard/bankcard details as the authority to purchase the book. Personal cheques will also be accepted, subject to clearance. As this book will only be available on order, no spare copies will be obtained. Potential purchasers are reminded that only 1000 copies of the book will be produced and if you don't order now you will probably miss out.

Books will be despatched when available.

PS. I can personally verify that many long and arduous hours have gone into the research of this book and as one former senior railways and DOT person has commented, it will be the standard reference work on this topic.

Works Report

As alluded to elsewhere, work has commenced on eight road. Mike Giddey has been busy welding the lengths of track and these will be placed in position after concrete footings have been poured.

In another example of how the Heritage Committee research proves valuable, details of the yokes used in the King Street cable line have recently come to light. These details have been examined in great detail by Bob Cowing, Tony Cody, Laurie Gordon and others and details of the cable slot for eight road have now been settled. Tony Cody provided a wealth of detail about a variety of cable systems and this has helped our understanding of this little known Sydney form of tramway traction.

The compactus is finally complete and shall be used for the storage of archives. Tony Cody is currently painting the unit to give it a uniform appearance and also to ensure the archival material is stored on clean conditions. The Museum owes Tony a hearty vote of thanks for all the time he has taken off work to ensure this project was completed.

To enable traffic to keep running trams, sleepers are being replaced on the main line. On hot Saturday in late February saw our trackwork crew replace 14 sleepers in one day. Unimpressed by the small number? Well try doing it and you will soon realise how hard a task it is.

SPERNEWS

It is not often I feel the need to editorialise or make comment. However there are exceptions. In the past few months I received a letter from one of our traffic staff stating that he was disappointed that no traffic news or personal news about the traffic staff ever appeared in SPERNEWS.

Well the sad truth is I can only publish what is given to me. If the traffic staff feel neglected then it is up to them to do something about it. I am not a reporter; I have other things to do in my life as do the Board and Museum workers. This is a self help society and if you feel something needs reporting then please tell me, either by mail or by leaving something in the pigeon hole beside one road.

On the matter of special events, this is something traffic staff can inform me of. I am not on traffic and consequently do not receive any rosters etc. So I am in the dark about these events. You, the traffic staff, are in a position to be able to inform me. So how about it.

Bus Company Sale

It was reported in the Sydney Morning Herald of Monday 17 May that Jim Bosnjak has sold his interest in the National Bus Company to the British controlled National Express Company for \$33.1million. This latter company was formed in Thatcherite Britain and has now expanded around the globe. It operates 1600 buses in the USA as well as airports and other transport infrastructure.

With this sale National Express gains a controlling interest in Westbus, Australia's largest bus company. which operates some 450 buses in Sydney. The National Bus Company also operates 260 buses in Melbourne and 75 buses in Brisbane.

It is understood that National Express will use the purchase as a platform to pursue its ambitions in Australia and New Zealand. It is also bidding for the Melbourne tram and suburban railway services.

The Bosnjak family were immigrants from Croatia and before entering the bus business made a living cutting cane, sleepers and market gardening at St Marys.

Jim Bosnjak, in partnership with Dr John Hewson, has recently bought the Adelaide based bus building company, Austral Pacific.

Accounts

Bob Merchant has taken over the unenviable task for paying the Society's accounts from Peter Hallen. Thanks are expressed to Peter for his efforts over many years in performing this none-to-easy task.

SPER NEWS

Published by South Pacific Electric Railway

PO Box 103 Sutherland 2232

Editor David Cooke

From the Chairman

There are a number of activities which are worth mentioning.

W2 411 is now in the workshop for fitting out as an operational restaurant car for delivery to the Christchurch Tramway in the latter part of 1999. The museum is fortunate to have entered into an arrangement with the Bendigo Trust who are supplying their engineer, John Bullen, for the project. He will be working with our Tom Buckley on the main electrical and mechanical parts of the car. Our usual volunteer workshop team, led by Brian Hague, are involved with Geoff Spaulding and Joe Kirchberger, providing their professional expertise to the project.

It is pleasing to advise that on 6 July 1999, the Museum became the recipient of a grant of \$21,764.00 under the Federation Community Grants Program. This money will be used to transform C 29 from a static display item to an operational vehicle.

The Museum is already participating in another Federation program providing \$82,000 in total of grant funds to be matched over for years for the upgrading of four corridor car bodies and an L car body, to be rebuilt from an L/P currently stored. These cars are being prepared for possible future fitting of electrical/mechanical equipment to run on any extension of the Sydney Light Rail line.

The Power House Museum is celebrating its centenary at the end of the year. The Museum has been active in regular meetings with them to assist with their plans to publicise the event. Their transport exhibit is currently closed for renovation which will see C car no. 11 included in their transport display. The Museum has been providing assistance with this project and as soon as more specific information is finalised members will be advised.

The Power House Museum has offered their waiting shed structure to us, and this will be removed to make way for the C car.

In a joint project involving the TMSV, and with the support from the City Tram Association, six PCC bogies and motors have been obtained from Brussels. They will shortly be shipped to Bylands. Two of these bogies will be used in a project to restore PCC 980 to operating status at Bylands. The remainder will be added to our bogie pool, pending a possible use for them.

Agreement has been reached with Waverley Council to take over their two corridor car bodies, R 1798 and R1 1980. They will be taken to our storage site in Cessnock. The restored body of R 1808 has been offered to the museum and once various formalities have been finalised with the Council, it is expected this car will replace W2 411 at Loftus. 1808 will then be evaluated to see whether it is feasible to bring it to operational condition and substitute it for one of the cars currently in our Federation program for corridor car bodies.

On 21 May 1999 I attended an auction at Lightning Ridge and against another bidder paid \$3,500.00 to secure the body of P car 1501 (which is one of only four still in existence anywhere). It is planned to have this body delivered to Cessnock. Donations towards its acquisition and transport would be appreciated.

The Museum participated in a three way application for a work for the dole project in collaboration with HPOTS and

WETS, two non profit training organisations in the Hunter region. Regrettably this application, which involved the restoration on at least two trams at Cessnock, was not included in the current program just announced. It has been resubmitted for the January 2000 program.

Melbourne News

As most members will be aware the Victorian Government, led by Jeff Kennett, has been in the process of privatising the Melbourne transport systems. The former tramways buses were sold some time ago and now the railed systems have also been sold.

The first sale, announced on Friday 18 June, was for Yarra Trams. They were purchased by a consortium known as Metrolink. This consortium is led by Transfield (50%), and two French companies, Transdev, (largest public operator in France), and Egis, a French infrastructure, engineering and operations company.

In the following week Swanston trams and Bayside trains were sold to the British owned bus company, National Express. As reported in the last issue of SPERNEWS this company has a controlling interest in the Bosnjak bus companies.

The last company sold, Hillside trains, was purchased by CGEA Transport subsidiary, Melbourne Transport Enterprises. This company will also redevelop Flinders Street Station. The redevelopment will provide a hotel for "trainspotters", upmarket shops and an international training academy. Cafes and restaurants, rather than takeaway food shops, designer clothing stores and art galleries are part of the new French vision for Melbourne's famous station, which could become known as Flinders Street-Northbank.

CGEA will be siting its head office in the building.

All companies will be required to provide new rollingstock and improve services under the franchise agreements.

The Batman Ave. terminus in Melbourne was closed in May this year. This was part of the plan to reroute the Wattle Park trams, route 70, into Flinders Street to a new terminus at Spencer St, adjacent to the World Trade Centre.

The last tram from Batman Avenue was B2 2132 which left the terminus at 12.15 am. Passengers carried included one gentleman slightly the worse for wear, three Yarra tram employees and a selection of "gunzels", (to quote the report), who decorated the tram with balloons and streamers. Yarra Trams supplied "Last Tram to Princes Bridge" signs, complete with the wrong date. These signs were later "souvenired".

On 7 July 1999 a new bridge, which crosses the former Jolimont yards, (tracks reduced from 53 to 12), was opened. Route 70 now runs along Flinders St to Exhibition St. where a right hand turn is made, crossing the bridge and joining new trackage set in concrete. This new trackage runs between the Flinders St. - Richmond railway lines and various sporting venues before joining the old route at Swan St.

In all there is 1.3 km of new track, a storage siding capable of holding ten B2 class trams, four new tram stops, and a new substation.

In February 2000 a new line from the World Trade Centre to the Colonial Stadium in Melbourne's new Docklands precinct will be opened. This route will be served by extending route 48, North Balwyn, trams.

Bookshop Manager

Paul MacDonald has been appointed as bookshop manager. A support team, consisting of Bob Merchant and Laurie Gordon, with other members being co-opted as required, will be assisting. Watch this space for further developments. Congratulations are offered to Paul.

And while on the subject of books, nineteen members took up the offer of purchasing the *Coaching Stock of the NSW Railways*. The result is the Museum is now somewhat richer. Thanks to those members who participated in the offer. The book was sold out before it hit the streets, or even bookshops. A second print run is being considered so if you still want a copy, **act now**.

Members Night

On Saturday 5 June a small number of members gathered at the Museum for a bar-be-que and fireworks to celebrate Queen Victoria's birthday. However, owing to Bob Cowing being sick, the fireworks did not eventuate, but none-the-less and enjoyable time was had by all. Ray Boddenberg was entertaining members describing how bus driver's get even with recalcitrant passengers. Allan Marshall showed video clips from various television shows that have used the museum as a theme or backdrop. The diversity of members' interest was demonstrated with the showing of a video on the construction of the harbour bridge. Tram rides were provided later in the evening with the evening concluding about 11.00 pm. Despite the lack of fireworks, a good time was had by all.

Members Dinner

On Saturday 16 October, our Annual members dinner will be held at the Southern Sports & Recreation Club, Sutherland. Cost will be \$30.00. Guest speaker will be Gavin Fry, Director of the Newcastle Regional Museum. See booking form enclosed with this mailout.

Restoration Activities

R1 1951 has been transferred out of the workshops and is currently awaiting painting of the exterior. O/P 1089 now resides in the paintshop and is being painted by Norm Chinn and John Matts.

L/P 154 has had its bogies cleaned and placed back under the car. On Saturday 24 July this car and W2 411 swapped places in the workshop. This will allow the W2 to be lifted and its bogies checked before dispatch to New Zealand.

Also in the workshop is the former Manly starters cabin. This is being rebuilt and when completed will be located in a suitable part of the Museum.

Also being worked upon is our latest truck, another Bedford. This vehicle was acquired a few months ago and is fitted with a cherry picker hoist. The purchase price for the complete unit was less than the cost of a cherry picker so it was indeed a bargain. New hydraulic oil was obtained by Ken Butt. The cherry picker will be very useful when it comes to doing overhead work, painting of high structures, tree pruning and sundry other tasks.

Works Report

Mike Giddey has completed the cable slot for the new 8 road track. Further concrete has been obtained and used in the 15 road extension.

The roof of the toilet block in the workshop building has been poured. The walls are now being rendered and when this work is complete finishing off of the ablutions facilities will take place.

The storage shed adjacent to the rear entrance of workshop has been sold. Once stored material has been

removed, the shed will be taken from site. This will allow the completion of the roadway in this area.

Tony Cody has completed painting the compactus and is now busy sorting, cataloguing and storing archival material.

Wanted

Donations of any wheeled garbage bins for the park. This will allow this area to be kept more tidy as refuse will not be immediately available to scavenging wildlife.

New Members and Friends

We welcome the following new members and friends to the Museum. Wayne Dempsey, Martin Pinches, Peter Fon, Adam Greaves, David J. Jackson, David M. Jackson, Annette Leary, Brian Leary, Abe Moudawar, Terry Parsalidis, Ngaire Pettit-Young, Niall Pettit-Young, Brendan Pettit-Young, David Proctor, Andrew Buckley, Janice Buckley, Thomas Buckley, Marie Carroll, Theo Carroll, Alastair Graham, Christine Graham, Matthew Graham, Clynton Halstead, Gail Halstead, Kenneth Halstead, Conrad Prentice, Julie Prentice, Lachlan Prentice, Margaret Smith, Ron Smith, Mrs R. E. Hansen and Rebecca Vipond.

We trust you will join us in our activities.

Crew Training

The next session for initial conductor training will be held at the Museum on Saturday 11 September 1999, commencing at 9.30 am. Any persons wishing to participate should notify Hayden Holmes (9873 1562) between 7.00 pm and 9.00 pm by Friday 3 September.

Should any person who has applied for training since 6 March 1999, they should also contact Hayden and confirm their interest.

Ferrymead - Christchurch

On 17 March 1999 Christchurch no.1 had its first test run after being completely rebuilt to its original form. This car was used on the opening day of the Christchurch tramways in June 1905. It was built as a straight sill four-wheel combination car by John Stephenson of New York. This car was one of ten used by the CTB. Five were built by Stephenson and five by Boon and Co. of Christchurch. Between 1919 and 1923 all ten were converted to saloon cars.

The restoration involved stripping the car down to the underframe, replacing portions of the underframe and manufacturing new parts for the tram to be made operational. This included a new truck for the car. After nearly four years of work Tramway Historical Society members were taken for a ride in the newly restored vehicle as part of their annual general meeting.

An even more interesting project, the THS is currently restoring a double deck bogie car, no. 26, also built by Stephenson and also used on the opening day in 1905.

The current operational fleet at Ferrymead includes Dunedin no.22 (a drop end California Combination and it would seem these Dunedin cars were the first of this type in the world, all previous cars having a straight sill like our D class), Brisbane Drop Centre 236, Kitson Steam Motor no.7, Horse trailer no.43, (another Stephenson product) former New Brighton double deck trailer no. 10 and double deck cage trailer no. 74. This latter mentioned vehicle is fitted with mesh sides, strictly for use when a nor-wester blows through Canterbury, or for those hardy souls should who wish to challenge nature, (and catch pneumonia), in winter.

Other THS cars operate in Christchurch, viz Dunedin four-wheel saloon no.11, Brill no 178 and Boon 152.

SPER NEWS

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and

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were not published
due to the Editor being in hospital

SPER NEWS

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Editor David Cooke

Apology

For those who were wondering where SPERNEWS has been in the past few months I can only offer an apology. In early September I found myself in hospital for some major surgery, and not unnaturally, SPERNEWS was not something that was occupying my mind. Fortunately the surgery was successful and I am now back on deck. Such are the hazards of getting older, even if we don't like to admit it!

Personnel

It is with great sadness that we report the death of Trevor Glenn. Trevor was one of those characters who became indelibly etched on your mind and probably everyone who knew him had a favourite story to tell about him. He was a genuine guy who was forthright in his opinions and we shall never see his like again. A truly unique person.

Also we report the death of Robert Jorgensen of Cobargo. Robert had been a member since 1988.

Also on the sick list recently was Col Gilbertson. Col was suffering from chest pains and is now taking it easy. All the best Col and wishing you a speedy recovery.

On a recent trip overseas Howard Clark spied a tram depot in Budapest which had the road numbers carved out of stone in Roman numerals. He succeeded in photographing it but was soon aware this action had been noted. Howard discovered that Hungarians are not proficient in English, but those detaining him had learnt two words of our native tongue, one being OFF. The other I shall leave to your imagination.

While it is permissible to photograph trams in the street in many countries, depots can be out of bounds and as Howard found out, fraught was danger. So be careful!

Trevor Charles Glenn

Another link with the past was broken with the passing of Trevor Glenn on Sunday 7 November 1999 at the age of 60 years.

Trevor was a longstanding member, (no. 25), of the Society, having joined the Australian Electric Transport Museum, the precursor of our Society, in its first year of existence.

He took an active interest in the Museum up to the time we relocated to Loftus and served on the Board of Directors for a number of years.

Trevor could arguably be described as one of the more colourful characters of the tramway preservation movement, and most of us who knew him could spin a yarn or two about his memorable moments.

His funeral service was held on Thursday 11 November at the Rookwood Crematorium.

The Museum was represented by Richard and Carolyn Clarke, Bob Cowing, Ted Davies, Mike Giddey, Laurie Gordon, Peter Kahn, Bob McKeever, Bob Merchant, Peter Neve, Bill Parkinson, Ben Parle and Arthur and John Perry.

Peter will be missed by those who knew him and our sympathies are extended to Cynthia.

BJP

Position Vacant

After many years of faithfully attending Board meetings and acting as the Minutes Secretary, Vic Solomons has decided to call it a day. Consequently a vacancy exists for an

experienced minute secretary. The duties are to attend the monthly Board meetings, record without fear or favour the events that transpire and distribute the same to the board members before the next meeting.

If you can assist please contact our Secretary John Matts or our Chairman Howard Clark.

Members Day

Members day for 1999 has been set down for Saturday 11 December. This is the day that is closest to the opening of the first electric line 100 years ago of what became the main system of the Sydney tramway system. On the Open Day both restored C cars will be out as will the F car and other vehicles of the era. The gates open at 1 pm and bar-b-que facilities will be available in the evening for those who wish to kick on.

Members Night

"Another enjoyable evening" writes Peter Kahn. The annual dinner was held on 16 October at the Southern Sports and Recreation Club opposite the Museum's northern terminus. Some 42 members, spouses (or should that be spice?) and friends attended the relaxing evening. Commencing around 7.00pm with a choice of refreshments from the bar, accompanied by pre dinner nibbles set the mood for a very pleasant event.

The three course si down meal seemed to be enjoyed by all, the main course being a choice of either steak or fish. After dessert, our guest speaker, Gavin Fry, Director of the Newcastle Regional Museum, gave a very interesting view of aspects of museums' acquisitions policies.

Then all too soon it was time for the traditional tram tip. Making our way across the Old Princes Highway members spied Munich 2666 coming up the hill. It had been specially authorised to do this trip. When all were aboard and with Bill Parkinson at the controls, the tram rolled down the hill and onto the Museum. There the opportunity was taken to show our guest speaker and his partner around some of the Museum. It also allowed members to catch up with some recent goings on, including the conversion of W2 411 into a restaurant car. (see later report)

The trip back to the club for coffee and other liquids was by N 728. Overall a very enjoyable evening.

This year we had at least two overseas guests, one from the USA and the other from NZ.

Next year will be the 50th year of electric tramway preservation, something worth celebrating. Lets make it a time to celebrate.

PCK

Bookshop

The bookshop has the following magazines for sale; Tramways & Urban Transport (formerly Modern Tramways) \$7.25, (subject to currency fluctuations)

Railway Digest	\$5.95
Tramway Topics	\$5.95
Fleetline	\$5.95
Railway News	\$4.00

Members can place a standing order for the above and they will be held until collected.

Books

The long awaited and very interesting *Tramways of Newcastle*, (case bound) \$49.95

Graham Stewart's books on New Zealand Tramways

including

End of the Penny Section (possibly the last copies available),

When Trams were Trumps in NZ (casebound) \$34.95

Fares Please (casebound - horse steam and cable trams in NZ) \$49.95

Around Christchurch by Tram \$24.95

Around Welling ton by Tram \$29.95

Special purchase of David Burke's book **Juggernaut**, normally selling for \$39.95, but available to SPER members for the unbelievable price of \$29.95.

Restoration Activities

As most members will be aware W2 411 is being converted to a restaurant car for Christchurch. Work has been proceeding apace over the past few months, although on outward appearances not much appears to have happened. Nothing could be further from the truth.

The mechanical and electrical work, most of which has been underneath the car and hence unseen, has been ably carried out by "Uncle" Tom Buckley and "Grandpa", John Bullen from Bendigo. Both have worked well as a team and John has been enjoying his stay in Sydney.

The body work has been carried out by our reliable team of Dads Army volunteers, viz, Jimmy Jowett, Brian Hague, Chris Jacobs and Vic Solomons. What seems to be a simple job is not, as much intricate woodwork has had to be done. The basic interior linings for example have taken over one week to fashion and fit. The 12 tables have taken over two days to measure and make.

Joe Kirkberger has been doing the steelwork. The floor in the drop centre has been raised by Geoff Spalding, who has also installed the former Boeing 747 toilet.

New trolley bridges have been manufactured by Brian and installed on the roof. These also took considerable time to fashion and mount. Two small airconditioning systems have been installed on the roof by John and Jim.

Painting of the exterior commenced on 16 November. The colour scheme is to be a basic dark blue with oyster highlighting. These colours were chosen by the colour consultants in New Zealand.

The bogies were checked by Garnock Engineering of Wollongong and various parts replaced. Mal MacAuley and Bill Parkinson will be doing the final inspections and remedial work on them to ensure all is right.

Much work remains to be done but the team is confident the deadline can be met. Thanks are expressed to all who have or will be involved in the project.

Works Report

Mike Giddey has almost singlehandedly constructed the trackwork for the remaining part of 8 road. It is now in place and final earthworks and tidying up are now being carried out in preparation for the concreting of the back area of the shed. This work will be carried out in stages.

Whilst in a recent visit to NZ I took the opportunity of visiting the various museums over there. Two, (one a professional museum), have restored cable trams on display, but the effect is lost because they are merely mounted on lengths of rail. No attempt has been made to incorporate a cable slot into the display. Eight road in our Museum will have such a facility, so once again we have demonstrated our forward thinking.

The Museum will also be the beneficiary of a Work for the Dole project. Initially this will be limited to groundworks both inside the Museum and along our trackwork.

New Members and Friends

We welcome the following new members and friends to the Museum. David Baird, Alan Brown, Michael Croker, Frances Monks, Philip Shortus, Louise Shortus, Janette Shortus, Mark Shortus, Matthew Thorn, James Wilkie, and Ross K. Willson. We trust you will join us in our activities.

Annual General Meeting

The annual general meeting of the Society was held in August. In contrast to the past two years no contentious issues were raised. At the election for Board members, Tom Tramy was elected in place of Frank McQuade who did not stand. The other retiring directors were re-elected.

At the conclusion of the meeting it was moved that the retiring board be congratulated on the way they have brought the Society forward in the past year, and they were also thanked for the hours they have put in. This was carried by acclamation.

The following report on the Sutherland extension was prepared by David Rawlings and read to the meeting.

Sutherland Extension

At a recent meeting of the Sutherland Council, it was decided to create a working party to stage the development of the line so that work might commence as soon as possible.

Three stages have been proposed:

1. the substation
2. landscaping from the substation into the business area
3. the track and overhead

The D.A. for the modifications to the substation building was lodged recently and is undergoing normal processing through Council engineering before being submitted to a council meeting for approval. The changes will have minimal impact and therefore it should be approved as a stand alone project.

A sum of up to \$70,000 has been set aside by the Council for the building modifications. This finance will only become available when the D.A. is approved and is only to cover building work associated with the substation. The Museum will be responsible for getting the substation up and running.

Two local Rotary clubs, Sutherland and Sutherland Civic, are interested in carrying out the landscaping associated with the tramline extension from the substation to the former tramway office as a community service activity. Although the line is running in a cutting for most of this distance, there is scope to improve the current weed infested areas for the betterment of the Society and the local townscape.

The third stage is by far of most interest. To the Society it is the final stage of a dream going back to 1979 when we were requested to leave the National Park site. To the Sutherland Chamber of Commerce it is the starting point for the revitalisation of the Sutherland business district; to the Council it is the uniqueness of having a tramline; to the tourism association it is something other than Kurnell and Cronulla on which to focus their attention. There will be others who will be not so keen, including the 40 or so rail commuters who park their cars on the strip of road which will become the tramline.

The draft plans for the tramline are nearing final completion in readiness for the lodgement of the D.A. There is no doubt that this application will be the most involved and difficult as it certainly going to have a big impact on the main street of Sutherland. There will be parking issues, traffic flow concerns and visual impact problems.

Not-with-standing these issues however, councillors over the years have been in favour of the tramline. Therefore I am confident that in some form or another, trams will once again terminate next to the former tramway office, providing funding can be found.

Additionally, the Council is having on-going discussions with the SRA concerning the availability of the former tramway office for use as part of this project.

PS. Although everyone refers to the proposal as an extension, the Museum prefers to think of it as the completion of the original dream of running trams into Sutherland.

DHR