

SPER NEWS

Published as required by the South Pacific Electric Railway
PO Box 103 Sutherland 2232
Editor David Cooke

R 1808 RETURNS TO SERVICE (IN BENDIGO)

On Friday 29 December 2000 Sydney R car 1808 was returned to service in Bendigo. Museum members in attendance for the event included Dale Budd, Randall Wilson, Tom Tramby, Bill Denham, Bill Parkinson, David Wilson, Howard Clark and myself. Other notables present were John Fawl, John "the bottle" Ward and Keith Kings.

Events commenced at about 11.00am. Following the usual platitudinous speeches, Howard Clark was invited to break a bottle of red wine over the bumper bar of 1808. His expressed a preference to drink a toast to the tram, but it was a shade early for that!



Chairman, Howard Clark dances a merry jig to avoid being splashed by the red wine. He was not successful!

In what has become a ritual at Bendigo, whenever they celebrate a new car entering service, a tea towel is laid under the area the glass from the bottle and the wine is expected to drop. On this occasion they were only partly successful as some glass and wine fell outside the designated drop area.

The tea towel serves two purposes. Firstly it makes it easy to gather the glass and hence the area is kept clean and secondly once the glass and wine have been collected, the tea towel is wrapped up, glass and all, and put into a specially made aluminium reliquary case to be

preserved for posterity. In this instance the contents were given to the Sydney Tramway Museum

The area at the Central Deborah Mine, where the official handover took place, was made to represent Bondi Beach, complete with genuine Bendigo "Bondi" sand, young maidens in skimpy bikinis, beach umbrellas and a surf reel from the Lake Eppalock Life Saving Club.

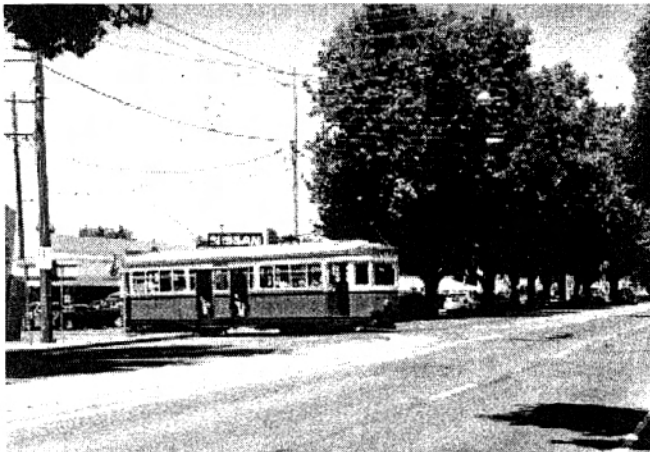


The photo reproduced from the Bendigo Advertiser showing some of the local talent posing on R 1808. Bendigo Advertiser copyright.

At the conclusion of the speeches and after some time elapsed to allow people to inspect the car, those who had wished to pay \$25.00 for the privilege, boarded 1808 for a slow journey to the North Bendigo terminus via the Bendigo Depot. One Victorian *know-all* was heard to say that the tram was not an R class, but it was really a W2 wrapped in an R class body. Really! What an imagination!

At various points along the line photo stops were held. Some of those on the tram acted like Brown's cows, alighting from the wrong side and wandering all over the road. Chairman Howard was invited to take the

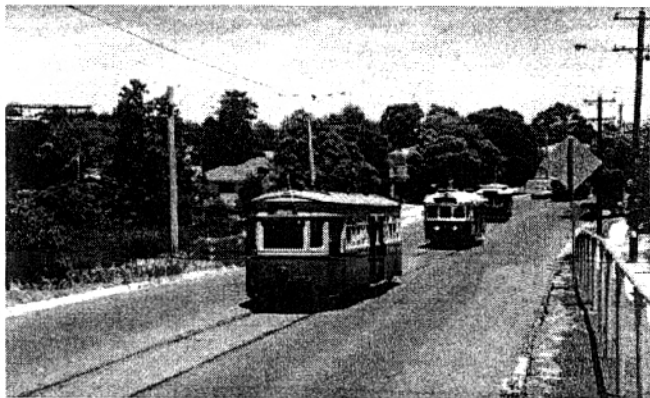
controls on the less trafficked North Bendigo section. Despite being billed as a tour to last until 1.30pm it was about 3.30pm before the tram arrived back at the depot.



R 1808 turns out of the Central Deborah Mine terminus for its first official trip to North Bendigo. Some paid \$25.00 for this privilege.

The Rebuilding of R 1808

As members would be aware 1808 has been placed on long term loan to the Museum from Waverley Council. NSW Heritage Council grant funds were made available to rebuild the car. The decision was taken to send it to Bendigo as it was felt that the Museum could not handle the task in the required time span. The tram arrived in Bendigo on 14 June for a mechanical and electrical fitout. W2 type bogies were provided as spare no.12/13 Sydney trucks were not available. This meant that some compromises to the original design had to be made as the brake cylinders, which were truck mounted in Sydney, had to be body mounted for this rebuild. Nonetheless the R car skirts hide the trucks to a great degree so the W2 trucks are not evident to the casual observer.

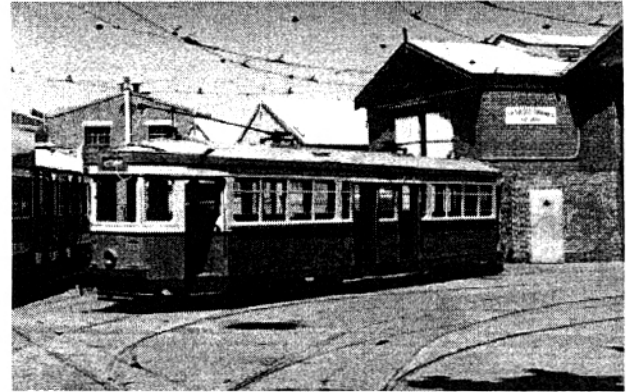


R 1808 followed by Melbourne sliding door W5 808 and Bendigo four-wheeler no.7, both devoid of passengers, approaches the North Bendigo terminus.

What surprised several members were the apparent difference in standards between the NSW Rail Safety Accreditation and the Victorian Accreditation. On the Friday, and again on the Saturday *when a special charter was held*, the car was allowed out onto the public streets without all necessary safety equipment being fitted, i.e. no hand brakes, sanding gear and only one life-guard. Also as the car is expected to remain in Bendigo for some time, or be in Melbourne for the Moomba Festival, members were also at a loss to see why Sydney style air brake mechanisms had been fitted. They operate differently to the rest of Australia and in the

interest of safety while the car remains in Victoria it would have made sense to have Victorian style gear fitted. This became apparent on the Saturday when a qualified Melbourne driver "forgot" and tried to put the brakes on, but instead found they were off.

A number of smaller, but easily rectified problems were also noted and hopefully these will be attended to before the car enters normal service.



R 1808 is posed for the photographers in the Bendigo Depot. The curve radius at this point is about 40ft, sharper than any that would have been encountered in Sydney.

Did the 1808 make an impact in Bendigo? Well the short answer is yes. On the Saturday following its introduction a woman and her husband were seen posing for photos on 1808's footboard, under the Bondi destination sign. Later at the Central Deborah Terminus she approached Bill Denham with the question, "*Is this really a Bondi Tram?*" Bill, ever the ambassador who is eager to sell the virtues of our Museum, was able to detail to the lady concerned a brief history of the Museum, its aims, location etc. Well-done Bill. The woman was most enthused as she used to travel on trams to and from school at Bondi.

Later that day a ute load of people drove up to the Bendigo Depot and asked where the Bondi Tram was as they wished to ride on it. They were disappointed when they were told they couldn't.

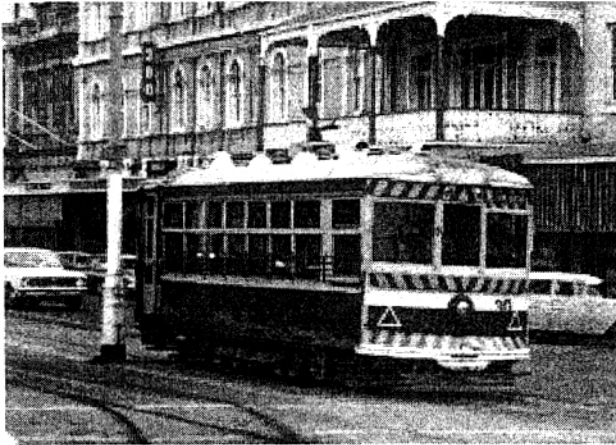
Coverage of the tram's entry into service was given in the Bendigo Advertiser and it is also believed to have hit the TV news on the Friday evening.

To ensure our Museum continues to get recognition it would be appropriate to have external signage stating that the tram belongs to the Sydney Tramway Museum. This could be in the form of lettering along the side fascia and on the four small advertising racks at the front of the tram. After all the Bendigo Birney is liberally plastered with signs proclaiming its ownership.

Bendigo Revisited

Apart from passing through this Victorian city on the way to Adelaide, I have not had the opportunity to have a look at the tramway system since before it closed in the early 1970s. (Was it that long ago?). In those days it had some charm as ancient four-wheelers bounced along between Golden Square and North Bendigo while bogie cars provided the service to Eaglehawk and Quarry Hill.

When the system closed the stated aim was to keep for perpetuity the Bendigo Tramways as they were. In other words kept as a part of old Bendigo for historical and tourist reasons.



Bendigo Birney no. 30 at Charing Cross in early January 1970.

Today one finds the system to be a clone of Melbourne. It appears to be rare for a former Bendigo car to venture into service. Many of the former cars are stored out of service at the gasworks. Operations are generally carried out using ex Melbourne W type cars often painted in inappropriate colours. The system does not represent Bendigo as it was and thus part of the reason for keeping the trams has disappeared into oblivion. Today the system is merely a tourist device for people who happen to be passing. If reports are correct then the section to North Bendigo will be closed, the new terminus being located beside Lake Weroona on the main road north.

To further depart from the historical theme, the latest idea is to rebuild the centre section of a W2 with cross bench seats using Sydney "O" class seat ends. The tram will presumably resemble a Brisbane Drop Centre.

Photographs have appeared in Trolley Wire showing the reconstruction of the Battery Car. However as no apparent attempts are being made to incorporate at least some of the old timber into the new, the car should only be described as a replica of the Battery car, not a rebuild.

All in all, to an historian Bendigo tramways circa 2000 are a disappointment, to a tourist operator probably a delight.

Other Museums

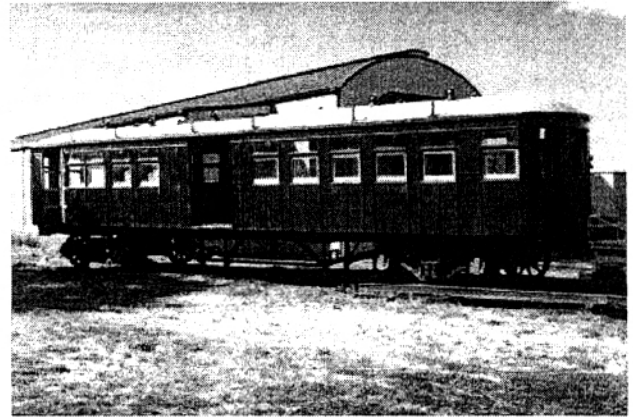
Whilst in the vicinity of Bendigo the two Bills and myself availed ourselves of the opportunity to have a fleeting glance at two railway Museums in the nearby area.

The first was the steam operated Castlemaine and Maldon Railway. This group operates a steam powered 5'3" gauge railway from Maldon to Muckleford three times a day on Sundays and Public Holidays. The yard area was fairly tidy and the rolling stock appeared to be in reasonable condition although stored outside.

At Daylesford, the Central Highlands Tourist Railway provides a five times a day service to Bullarto. This group had an extremely tidy area with no rubbish or old bits and pieces being evident. Although their rolling stock is stored in the open (and it snows in this area) it was all in very presentable condition, even those vehicles undergoing overhaul.

This group operates its service using former VR railcars and has on hand a Leyland of 1924 vintage (not yet operable), various Walkers units, a DERM and

trailer, a 1970s Tulloch railcar similar to our Riverina cars, as well as a Y class diesel electric locomotive and sundry goods wagons. To provide spare electrical parts for the DERM a former Tait parcels vans was purchased. It is now available for re-sale although none of the Victorian groups interested in preserving electric rolling stock want it.



Based on the contemporary NSW CPH class this example of a VR Leyland railmotor was retrieved from a farmer's paddock and is currently undergoing overhaul at the Central Highlands Tourist Railway.

Both museums, although small in comparison to some in NSW, show that with dedication great things can be achieved.

NEWS FROM THE BOARD ROOM

(Contributed by John McFadden)

Communication and Feedback. The Board has discussed the need to improve the way it communicates with members and to provide better feedback and encouragement. It is planned that this article in SPER News is the first of a number of improvements.

NRMA Benefit Program. The Board is investigating the possibility of joining the NRMA Benefit Program with the aim of boosting attendances at the Museum. The program offers us the opportunity to advertise to 2.4 million NRMA members at, on early indications a reasonable cost. A condition of joining the program is that NRMA members be offered a discounted entrance fee. At this stage we are preparing a submission for lodgement with the NRMA. It will be some months before the results of our submission are known as the NRMA only reviews contributors to the program once a year.

Sutherland Extension. The development application for alterations to the north end substation has been approved but major work will not commence until funding is received. The alterations reduce the size of the building to provide space for the track to Sutherland and will enable the building to be opened to the public so they can see how an old style substation worked. Sutherland Council gave a commitment, when considering its 1999/2000 budget, to support this work but at that time did not identify the source of funding. The Council recently informed us that the source of funding has still not been identified.

Proposed Shop Building & YMCA Facade. The plans for the proposed building containing the shops etc, near

the front gate have been displayed on the notice board in the workshop for some time. Over the last 12 months or so there has been a lot of work behind the scenes to progress the erection of this building and we hope to be in a position shortly to submit data to Sutherland Council to obtain the necessary building approvals. In addition there have been continuing negotiations with the developers of the old YMCA building in Bathurst Street to obtain the historic stone facade for Tramway Avenue. This is a one off opportunity for the Museum to present a genuine gothic Victorian structure in the streetscape and one we cannot afford to miss.

Negotiations to obtain the facade without major cost to the museum have not detracted from our progress with moving the building of the shops closer to fruition. If anything, these negotiations have hastened the planning processes in respect of the shops.

The facade has been removed from Bathurst Street block by block for temporary storage at a building site near Moore Park. Before demolition began, heritage architects mapped the structure and each block numbered. The developers are responsible at their expense for the removal, re-erection and repair of the facade, as required. It remains for the Museum to fund most of the costs of the building structure to which the facade is to be attached and some significant gifts will be required for this purpose in the not too distant future. The facade is approximately 10 metres high and our preferred option is to erect as much of the shop building as is necessary to hold the facade up. The alternative is to erect a temporary structure to hold up the facade but we would then incur additional costs to demolish this temporary structure when we are ready to replace it with the shop building.

The question of funding is not yet clear but some people have already come forward and indicated an interest in being involved. The amount of work that can be funded from these sources is still a matter for negotiation but there will certainly be a considerable amount of volunteer effort required before the shops etc can be completed and occupied.

New Volunteers. Are you actively involved in the Museum? Have you any spare time? As you are no doubt aware the Museum achieves its goals through the voluntary efforts of its members and friends. We currently need more volunteers to fill vacancies in a variety of positions in the museum. Can you help by giving some of your valuable time?

No matter what your skills are we should be able to find a worthwhile job for you to do. You could be involved in tram restoration or repairs, site maintenance, cleaning, recycling of waste materials, painting, electrical or mechanical duties, fund raising, administrative or secretarial duties or dealing with the public in say the bookshop or kiosk. The possibilities are endless.

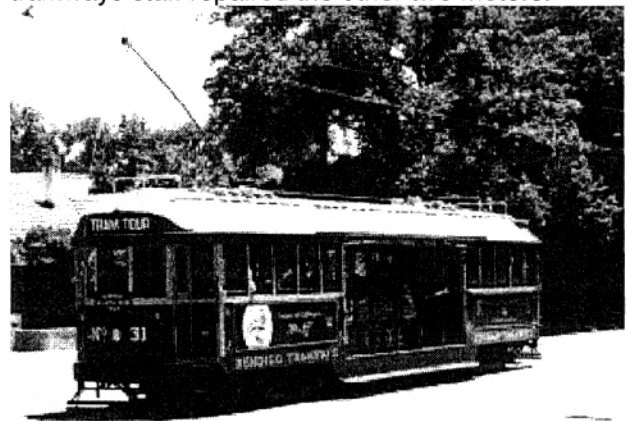
At present generally there are people working at the Museum seven days a week, although we are only open to the public on Wednesdays, Sundays and public holidays. This means that we can accommodate new volunteers with a limited amount of spare time on practically any day of the week. In addition you do not necessarily have to attend on the same day every week. It is up to you. The hours that you work can also be tailored to suit you. Naturally if you wish to be involved in operating the trams or our bookshop or kiosk you would

need to be available on those days when we are open to the public.

If you would like to find out more, please telephone John McFadden on 9665 4041 or email him at rainbowj@bigpond.com or if you prefer, write to or telephone the museum. John will be pleased to meet you at a mutually convenient time to show you around the museum and to discuss behind the scenes activities.

Centenary of Federation The Board has agreed that the Museum will participate in these celebrations in 2001 but a date has not yet been selected or the format finalised.

Bendigo Developments. As recorded earlier R 1808 has been electrically and mechanically refurbished at Bendigo. The other corridor car sent to Bendigo R1 1951 has had its trucks and electrical equipment overhauled and work will commence on its rewiring now that 1808 has been completed. Car 1951 will have Melbourne (ex W5) No 15 trucks. The motors for these trucks were defective when we received them and two required armature work by outside contractors. Bendigo tramways staff repaired the other two motors.



Former Melbourne W2 421 has now been converted to a W1 and numbered Bendigo 31. It is in the dark Rivers Clothing Manufacturers colours.

Bendigo Tramways have also, in a little over two weeks, carried out a full overhaul on a Melbourne No 1 truck preparatory to it being shipped to Christchurch as an operational spare for W2 411, the restaurant car, should an urgent need arise. This truck is expected to arrive in Christchurch on 25 January. It is a great credit to the staff at Bendigo who have carried out this task, given that the bogie was very badly corroded and major repair work was required. The motors were cleaned and revarnished and to ensure the truck was run in it was placed beneath *Rivers* W1 car 31 (ex 421) for a week of operational use. (Note the car is called *Rivers* because that Bendigo based clothing manufacturer has sponsored the car Ed.)

Visitors Book Almost every page recently includes an entry by an overseas visitor and the remarks are generally very complimentary. It was also pleasing to see an entry on 11 November 2000 by Harry Antonakos of GyMEA with the remark "I have enjoyed my 350 hours of community service here". Harry was a great contributor and a most enthusiastic community service worker during his time at Loftus. Thank you Harry.

Office Bearers for 2000-2001

The following people have been appointed to occupy the following positions in the Society.

Accounts Payable Officer	Bob Merchant
Archives Officer	Laurie Gordon & Tony Cody
ARPG Delegate	Peter Kahn
Assistant Works Manager	Tom Tramby
Chief Engineer	Richard Clarke
COTMA Delegate	Robert Merchant
Curator	Robert Merchant
Draftsman	David Bennett
Electrical Engineer	Greg Sutherland
Electrical Supervisor	Geoff Olsen
Friends Co-ordinator	John McFadden
Government Liaison Officer	Dale Budd
Grounds & Amenities Officer	John McFadden
Group Bookings Officer	Ron Ham
Heavy Vehicle Maintenance Supervisor	Ken Butt
Induction Officer	John McFadden
Membership Secretary	Ben Parle
Minutes Secretary	vacant
Motor Vehicle Maintenance Supervisor	Chris Olsen
Operations Manager	David Rawlings
Overhead Supervisor	David Rawlings
Paintshop Supervisor	John Matts
Power Supply & Distribution Supervisor	Peter Hallen
Public Relations Officer	Peter Kahn
Roster Clerk	Ken Butt
Secretary	Bob Merchant
Security Officer	David Rawlings
SPER News Editor	David Cooke
Technical Services Manager	William Parkinson
Track Supervisor	Tom Tramby
Traffic Manager	Ken Butt
Works Manager	Robert Cowing
Trolley Wire Editor	Robert Merchant

Members will note that some people hold quite a few positions. If you feel you would like to assist any of them and help reduce their workload, then please contact the relevant person.

Members will also note that due to the retirement of Vic Solomons from the position of Minutes Secretary, this position is now vacant. Vic, many thanks for a job well done.

SPECIAL EVENTS

50th Anniversary Members Dinner

The member's dinner will be held on Saturday evening 31 March 2001 at the Museum. Cost will be approximately \$45.00 per head. Further details will be forwarded to members shortly.

Closure of the La Perouse and Maroubra Lines

On Sunday 25 February 2001 the Museum will be celebrating the closure of the La Perouse and Maroubra lines of the Sydney Tramway system. To mark this event Ken Butt and Peter Kahn have organised for three Sydney corridor cars to depart from Tramway Avenue at

about 2.30pm, travel to Waratah Loop (on the Sutherland line) where they shall reverse and proceed to National Park. On return from National Park the trams will be driven into the depot and the gates closed behind them. No information has been provided about where the passengers will be off loaded and once the trams have been locked away whether replacement bus services have been organised for the rest of the day. Nor is it known whether the trams will be adorned with the chalk markings that abounded on the day that the La Perouse and Maroubra lines closed.

Events that could be celebrated (but aren't)

Some people seem to think that the closure of the Maroubra and La Perouse lines marked the end of tramway operation in Sydney. But they conveniently forget our Museum and also that on 31 August 1997 trams returned to the streets of Sydney with the opening of the line from Central to Wentworth Park.

Rather than having very low-key events to celebrate the closure of two lines in Sydney, would it not make more sense to celebrate something like the first movement of trams under electric power at our Museum? This event occurred on 19 July 1964. Alternatively why not celebrate the opening of the Museum on 13 March 1965. Surely these two events are more significant to us as a Museum for they are part of **our** history, not the history of another organization.

75th Anniversary of Sydney Electric Trains

The **Historic Electric Traction** group, who are responsible for the maintenance of Cityrail's heritage fleet of electric cars, have organised a tour in conjunction with Cityrail to commemorate the opening of the first electric service from Sydney to Oatley on 1 March 1926.

The tour will be run on Saturday 3 March 2001 and will commence at Central, proceed to Sutherland then head to North Sydney via Wynyard. Here it will reverse and travel to Bankstown – Lidcombe – Ashfield before returning to Central.

Further details can be found on the H.E.T. website <http://electrain.freeyellow.com/>

Tramway Closures

December 31 2000 marked the 135th anniversary of the closure of the **first** Sydney Tramway system on December 31 1865. December 31 also marked the 73rd anniversary of the closure of the following NSW Tramway systems: Parramatta-Northmead; Broken Hill; Maitland and Arncliffe-Bexley.

GENERAL NEWS

Personal

Since the previous issue of SPER News the following birthdays have occurred. Tony Cody (50), Jim Jowett (78), Vic Solomons (like Jack Benny, he remains at age 39), and Francis Peter McQuade (52).

Also in the birth stakes two of our members have become grandfathers. They found this required less effort than becoming a father many years ago.

Congratulations to David Rawlings, and also to Darren and Jo, on the birth of Bradley on 8 November 2000.

And congratulations also to Glenn Buckman who has

become a grandfather to Kaylah Maree.

Donations

With the closure of the Chullora Railway Workshops the Museum has become the beneficiary of several "heritage" but useful items.

Firstly a 27-year-old Fiat tractor was donated and Richard Clarke met the cost of transport. Thank you Richard.

Two rectifiers, described as about 3ft square were also donated. However when Laurie Gordon went to pick them up the dimensions were slightly awry. Instead of being 3ft sq. they were closer to 3ft x 4ft6in, fitted with wheels and about 5ft high. After much muttering they were loaded and duly arrived at the Museum.

The third item, and potentially the most useful were two Demag cranes that had seen little service. After modification it is proposed that they be erected in the workshop where they will have many uses.

Driver Training

Bill Parkinson advises that people who wish to learn how to drive the Birney car and Berlin 3007 are to present themselves at the Museum on any Saturday. He will be only too willing to show you how.

Works

Mike Giddey has been beaver away on the points to four road. When complete the Brisbane lever style point operation mechanism will be in place just outside the former Rockdale Inspectors cabin.

Graham Bellar has been cement bagging the ladies' workshop toilet walls of late. This bagging will make painting and completion of this area a far easier task. Thank you Graham for volunteering to do this work.

More concrete has been accepted from Concrete. During the COTMA conference only five members were in attendance one Saturday. A call came through, "Do you want 5 metres of concrete?" A slight hesitation was made as Bill Parkinson, Mike Giddey, John McFadden, Laurie Gordon and myself all looked at each other, wondering who would do the heavy work. The hesitation was slight and the concrete was accepted. So with John on trowel, Mike directing the truck, Bill and Mike placing, Laurie and myself on vibrator something approaching six metres was placed beside 15 road and near four road points. It shows what can happen when all hands get to the pump, so as to speak. Within a very short time and without any hassle the concrete was laid and covered. Further concrete has been placed in the traverser pit, surrounding the rails at each end of the traverser. This work is now almost complete.

Work has commenced on rebuilding the starter's cabin formerly located adjacent to the Railway Square Waiting Shed. As with the Rockdale cabin, traces of a bright red paint have been detected in the layers of paint. Just what were these cabins and ancillary structures painted?

Restoration Program

In response to a suggestion put forward by Board Member Greg Sutherland, members are invited to put forward their ideas for the tramcar restoration program.

A sample proposal sheet is enclosed with issue and this, or a copy of it, should be completed wherever possible to assist the Board in their deliberations. Members are not restricted to only nominating one tram but should use a separate form for each car.

This proposal sheet is only the first stage in developing the program. If you are able to prepare a full submission on why a particular tramcar should be next on the list, and this includes a methodology and time frame for completing the work, along with detailed cost estimates, then so much the better. The more information the Board has to work on, the better their decisions shall be.

All submissions are to be submitted in time for the Board meeting that is scheduled for Friday 16 February 2001.

Car News

Berlin 3007 has finally left the workshops after having to be thoroughly overhauled. F 393 has returned to have further work carried out, mainly the replacement of the blue glass crown lights with patterned blue glass.

Bob McKeever has now completed turning the axle extensions for the low height bogie flat car. These have been welded together by Joe Kirkberger.

Joe has been busy of late assembling and installing the air pipe plumbing for C 29. Dad's army has been doing some timberwork. David Bennett, Glenn Kilham and Bob Cowing have carried out electrical wiring. Chris Olsen has been busy refurbishing the headlights and destination boxes. Bill Parkinson has completed the overhauling the motors and we are awaiting the return of the Peckham truck from Garnocks. Then it will be possible to finally assemble the brake rigging and reinstall the trick under the car.

R1 2001 has been donated to the Museum. The body of this car is located on a farm in the Southern Highlands. As the owners of this car want something in return, the body of one of the other non-operational R1 type cars is to be offered in lieu.

History Corner

The Parramatta Advertiser of 14 June 2000 reported that tram tracks had been uncovered when contractors were installing traffic lights. The tracks belonged to the privately owned tramway to Parramatta Wharf. The NSW Heritage Office was notified of the find and the tracks were photographed, recorded and then covered over again.

Postal Voting

The Board is seeking member's opinions as to whether postal voting should be reintroduced for Annual General meetings. Some members felt they were disenfranchised, as they were unable to attend the last AGM and cast their vote. Please write to the Board with your opinion.

Canberra Tramway

The organization promoting this scheme now has its own web site, www.fedline.canberra.net.au. It reads like a typical public relations brochure, plenty of bumf but light on facts. Although scheduled to be opened in January 2001, the proposed opening is now at some vague time in the future, maybe late 2002, provided funding can be found to build the line. To this end the proposers have canvassed a number of options, none of which will need to be funded by the taxpayer. Oh yeah! Heard that one before.

SPER NEWS

A newsletter published as required by the South Pacific Electric Railway
PO Box 103 Sutherland NSW 1499
Editor: Vacant

APOLOGIES AND RETRACTIONS

The last issue of *SPER News* has drawn a large number of responses from members indicating their concern that the form and substance of the newsletter is out of keeping with good reporting and in a number of respects was offensive, in particular to our friends in Bendigo and Canberra. The main concerns expressed were that the comments made were biased personal commentary and not conducive to general news which should be disseminated to members and friends.

The information published is in no way a reflection of the views held by this Museum and the Museum unreservedly apologises in particular to Bendigo and Canberra for the comments made. They were the express comments made by the editor in his own capacity and were published in breach of the stipulated requirements of the Board for the newsletter to be reviewed before its publication and release.

Mr Cooke has been relieved of his position as editor.

Extracts from three letters received are set out below.

Central Deborah Bendigo

In a letter to our Chairman, Howard Clark, General Manager James Thompson stated:

"I wish to formally make known to your Board the displeasure of Central Deborah with the false allegations and misrepresentations made in regard to our tramways in the recent *SPER News* article by Editor David Cooke. Central Deborah strongly rebuts the allegations and misrepresentations made in the article.

"In recent times Central Deborah has developed a strong and professional business relationship with the Sydney Tramway Museum, in particular yourself and other members of your Executive. The particular allegations made by Mr Cooke in reference to our contractual work on your Sydney R Class tram seriously misrepresent the standard and engineering quality of work undertaken on the tram and its subsequent safe operation on the Bendigo tramways system in accordance with Victorian Rail Safety Accreditation requirements.

"As a result of Mr Cooke's article the Victorian Department of Infrastructure (Office of the Director of Public Transport) has formally requested Central Deborah to respond to the allegations made by Mr Cooke by close of business Friday 9 February 2001 or risk the withdrawal of our accredited rail status. We will duly respond rebutting the allegations and misrepresentations made by Mr Cooke.

"Due to the goodwill established between our two organisations, the knowledge of those professional in your company about the standard of work undertaken on Tram 1808 and the safe and secure rail operation system employed in operating the tram, Central Deborah does not propose a recourse to legal action at this stage. Rather, your company is requested to provide a full and complete written rebuttal of Mr Cooke's allegations, containing the signatories of your company's executive, with positions and qualifications clearly stated."

The Federation Line

Chairman of The Federation Line Inc., Ray Edmonson, stated in a letter addressed to our Chairman:

"The item is inaccurate, offensive and damaging. It is extraordinary that it should appear in this publication when the Sydney Tramway Museum is one of the Federation Line's sponsors, and is identified as such on the website which is subjected to criticism in the published item.

"The item is wrong when it says that the Federation Line's website is 'light on facts'. On the contrary, the site gives a great deal of information about the proposal in twelve sections, drawing on the Planning Study undertaken by Ove Arup.

"The item is wrong when it states that the Federation Line was scheduled to be opened in January 2001. This has never been proposed as the opening date for the line.

"The item is wrong when it says that the proposed opening is now at some 'vague time in the future, maybe 2002.' The website clearly states that the target date for completion is September 2002. It states the line could be built in stages, with the first section opening in late 2001.

"The item is wrong when it says that a number of funding options have been canvassed, 'none of which will need to be funded by the taxpayer'. Neither the website nor any other material published by the Federation Line suggested that it can be built without government financial support."

One Member's Concern

An unusually large number of letters have been, and are still being, received from museum members expressing concern at the comments expressed about Bendigo and Canberra.

One member stated:

"My greatest concerns are the observations and comments contained in the article entitled 'Bendigo Re-Visited'. From what I have seen, and what I know, of Bendigo, it is quite obvious that Mr Cooke lacks any understanding of what has (and has not been) happening in Bendigo over the past few years. It also seems that he cannot comprehend the difference between running a public service in the 1950s and running a tourist facility into the new century. Instead, he writes a thinly veiled assault on a kindred organisation, whose ideals and aspirations are not unlike our own. In fact, some of the very criticisms Mr Cooke has levelled at Bendigo, could equally be applied to our own operation. As for the use of ex-Melbourne trams, has this not been standard practice in Bendigo (except the Birney cars) since before World War One? And shouldn't Mr Cooke be grateful that Bendigo is able to build a replica of the Battery Car where nothing currently exists.

"Mr Cooke's words are an insult to the hard work of the staff and volunteers involved in this project. In my profession, and in my other voluntary roles, the golden rule has always been 'Never criticise another company or individual trying to do the same job as yourself.'

"The Central Deborah Bendigo has also been of immense value to our own Museum in the last few years, providing resources towards three important projects that, alone, we could not have completed. I hope that the Board will see fit to apologise to Bendigo for Mr Cooke's comments and advise them that they are not the views of the Sydney Tramway Museum."

"Equally, I ask that similar apologies be expressed to the 'organisation promoting' the Canberra Tramway. I realise that creating a new Tramway is a very expensive undertaking, but if we can do it, why can't others try? Why should we criticise them for trying? Again, Mr Cooke has allowed his own personal views to corrupt what should be an objective report on an exciting tramway development.

"Finally, I take exception to Mr Cooke's comments in the article entitled 'Events that could be celebrated (but aren't)'. Again, Mr Cooke's own personal views are aired at the expense of any other view.

"Unfortunately, if you were around for the opening of the Sydney Tramways (was it 1866 or 1879 or 1890 or 1899?), then you are not going to be with us now. But the closure of the first Sydney tramway system is still within living memory for many and still creates nostalgia and fires the imagination. It is these events that we need to capture and develop. A yearly program of special events, I believe, would be of great benefit to the Museum. Let's get a few historians and publicly minded people together to talk about this and develop a plan, and in the meantime, can we stop [the] editor from using *SPER News* to poo-poo any ideas that are contrary to his own?

"In my mind *SPER News* is a medium through which the events of the Sydney Tramway Museum can be recorded and reported to its members and friends. It can also include objective reports on other tramway-related events. It is not there to pass critical comment about other like-minded organisations, or to further the personal interests and views of the Editor. The Board must take control of *SPER News* and ensure its integrity. I believe that *SPER News* must be viewed, and approved, by the Board before its general distribution, and another, more objective, Editor sought."

Historical Engineering Marker

The Sydney Division of the Institution of Engineers Australia has selected the Sydney Tramway Museum to receive an Historical Engineering Marker to commemorate the significance of tramways in the development of Sydney. The marker is to be unveiled by Andrew Leventhall, President, Sydney Division, the Institution of Engineers, Australia, at a ceremony to be held at the Museum at 2:30pm on Saturday, 31 March 2001. The Institution and the Museum have invited a number of guests to be present on this auspicious occasion. Light refreshments will be served our official guests after the unveiling and vintage tram rides will follow.

All members and friends are invited to be present to participate in the ceremony and take part in the rides that follow.

50th Anniversary Dinner

As previously mentioned in the last issue, a dinner to commemorate the Golden Jubilee of Tramway Preservation in Australia is being held at the Museum on Saturday, 31 March.

If there are any Museum members or friends who have yet to receive an invitation please contact David Critchley on (02) 9545 4406 (6:00pm to 9:30pm) or Col Gilbertson on (02) 9476 6215 during work hours or (02) 9477 6362 (6:30pm to 9:30pm).

The cost is \$40 per person and all are welcome to attend. Please supply your own alcoholic and soft drinks. Suitable cooling facilities will be provided. Dress is neat casual.

As the dinner is being provided by outside caterers, we do need to know how many are attending well before the day. It would be appreciated if all intending attendees could forward their remittance as soon as possible.

Long Service Award Presentations

Following the discussion at the 1999 Annual General Meeting, a number of Long Service Awards will be presented after the 50th Anniversary Dinner. The awards take the form of

a badge and are awarded for 10 to 24 years, 25 to 39 years, and 40 plus years of *active* service to the Museum.

The criteria for award of a long service badge approved by the Board is as follows:

1. The badge is awarded for *active* service to the Sydney Tramway Museum, either as a working member or friend (works, traffic, restoration, etc.) or a 'behind the scenes' volunteer (secretary, editor, booking officer, roster clerk, etc.).
2. The badge is *not* awarded for years of membership. For example, a member may have joined the Museum in 1960, but not actively contributed to the staffing of the Museum since that time (ie: not attended work days, volunteered for traffic duties, carried out behind-the-scenes work or held any office). That member would not be entitled to a long service award. Similarly, a member or friend who may have joined the Museum in 1990 but not become active until 1994 would not currently be entitled to an award.
3. The badge is awarded for 10 to 24 years, 25 to 39 years and 40 plus years of *active* service. The service does not have to be continuous. A member who has given the equivalent of, say, 15 years *active* service over a period of 26 years would be entitled to receive a 10 plus years service badge.

Please remember this is the first time we have ever done something like this, and therefore we need to do a bit of catching up for past years and it is possible some mistakes will be made.

Of course, if you have been an active member for 23 years, then you will be entitled to a 10 plus years badge this time and a 25 plus year badge in two years time. Assuming, of course, you don't completely give up your active participation in the working of the Museum in the meantime!

Personal

The Museum was saddened to hear of the sudden and unexpected death in November last year of Andrew Langford-Brown, the 24-year-old son of member Ross Langford-Brown.

The Museum wishes to express sincere condolences to Ross and his family on their sad loss.

Photos Wanted Urgently

Good three-quarter views of each tram in our operating tramcar fleet are required urgently for use on postcards.

It is planned that the trams to be covered in the initial batch of eight postcards will include most of the following cars: R, R1, P, O, L/P (both liveries), N, F with the new glass in the saloon crown lights and / or the two C class cars.

Any member or friend who may have suitable standard sized colour photographs of any of these cars is asked to place them in an envelope with their name and membership number and leave them in Bob Merchant's pigeonhole (the *Trolley Wire* one) in the workshop. Alternatively, they can be posted to the Museum's post office box addressed to Bob.

Receipt of the photos will be acknowledged and photos will be returned after use.

Requests for Comments on Restoration

Thanks to those who responded. Replies are still coming in and will be fully assessed in the next couple of months. Of course, the main problem is a source of sponsored funds, particularly for major projects such as the J and E class cars.

The J and PR1 are the most favoured for restoration. Heritage grants on a dollar for dollar basis may be available for the J and E class centenarians in 2004 and 2003 respectively.

SPER NEWS

A newsletter published as required for its members by the South Pacific Electric Railway Co-operative Society
PO Box 103 Sutherland NSW 1499
Editor: Vacant

Sydney R class Car 1808 in Melbourne for Moomba, Historic Engineering Marker Unveiled and our 50th Anniversary Presentation Dinner

Sydney R 1808 in Moomba Parade

It was a joy to behold! A Sydney tram finally made it into the streets of Melbourne for the annual Moomba Festival Parade on Monday, 12 March 2001.

After finishing service in Sydney, 1808 was purchased by a private owner. Waverley Municipal Council later purchased the car, together with R car 1798 and R1 car 1980, with a view to restoring them for a proposed tourist tramway through Bondi Junction. R car 1808 received a Bicentennial grant to restore the body and was on display at The Boot Factory for some years before being stored.

Waverley Council donated cars 1798 and 1980 to the Sydney Tramway Museum, and 1808 is on permanent loan. Car 1808 was sent to Bendigo for electrical and mechanical restoration to full operating condition by Central Deborah Bendigo's tramway restoration team.

Bendigo carried out some splendid work on 1808 and the tram looked a real picture in the streets of Melbourne.

A number of our members ventured to Melbourne to witness the sight of 1808 in the Moomba Parade and they reported that the car ran smoothly, quietly and was fast!

Institution of Engineers Plaquing Ceremony

On 31 March 2001 the Institution of Engineers, Australia's Engineering Heritage Committee recognised the significant contribution that the Sydney Tramway System made to the development of Sydney in a Plaquing Ceremony held at the Museum. The Ceremony not only recognised the significance of the Sydney Tramway System but also highlighted the Golden Anniversary of the Sydney Tramway Museum.

Over 100 invited guests and a large contingent of Museum members gathered near the historic Railway Square Waiting Shed to take part in this historic occasion.

Councillor George Hurley, representing the Mayor of Sutherland Shire, welcomed the Official Guests and outlined the relationship between Sutherland Shire and the Sydney Tramway Museum. He stressed that the Shire was pleased to host the Museum with its impressive collection and operation of Sydney's tramway heritage and was working closely with the Museum in its current expansion program. On behalf of the Shire he looked to a great future for the Museum.

Federal Member for Hughes, Danna Vale MP, spoke of her pleasure in seeing that the activities of the Sydney Tramway Museum were now occurring not only within Sydney but also on a national level. She ranked the operation of the Museum's R class tram number 1808 in this year's Moomba Parade in Melbourne on 12 March 2001, when it was on display before a crowd of 200,000 people, a highlight in the progress of the Museum.

Ms Vale noted that the Federal Government's overseas trade facilitator, Austrade, has been proud to assist the Museum in the complex negotiations involved in ensuring the safe delivery of the international component of the Museum's collection. The Federal Government had also been pleased to provide Federation funding to assist in the restoration of historic C class car 29 to fully operational status. She was looking forward to its official launch as a regular passenger carrying tramcar later in 2001.

Howard Clark responded on behalf of the Museum, outlining the various facets of the contribution of the tramway system to the growth and development of Sydney and touching on the major milestones in the growth of the Museum.

In response, State Member for Heathcote, Ian McManus MP, observed that every time he visited the Sydney Tramway Museum he was impressed with the progress being made in extending this wonderful facility. He noted that the Museum was opened in 1950 by Deputy Premier Pat Hills MP and from small beginnings has grown to become the largest in the southern hemisphere, an extraordinary achievement for an entirely voluntary organisation operating as a non profit co-operative society. The NSW Government had been a significant contributor to the ongoing development of the heritage transport complex. Past grants have been instrumental in helping the Museum to construct its Restoration Building and the erection of the third major building on the north west corner of this site. The safety of the Museum's valuable and unique collection has been further safeguarded by the fire sprinkler system which has also been assisted with funding support from the NSW Government. He was particularly pleased to see former Transport Minister, Brian Langton and former Lord Mayor of Sydney, Doug Sutherland, present on this occasion.

The Chairman of the Sydney Division of the Institution of Engineers, Andrew Leventhal, then addressed the gathering on the engineering and social significance of the NSW Tramways and outlined the reasons for plaquing. In his address Andrew noted the contribution of engineers of the calibre of Sir John Bradfield to the development of the tramways and the way in which state of the art technology was introduced and developed by the engineers of the NSW Tramways. He also was at pains to point out to the audience that the passenger carrying performance of the tramways in the first half of the twentieth century far eclipsed the current passenger loadings of Sydney Buses and CityRail combined.

The official party then unveiled the Plaque and afternoon tea and the customary tram rides were provided.

Overall it was a most successful day for the Museum and special thanks are due to all those who assisted in the smooth functioning of this important event.

– Greg Sutherland

50th Anniversary and Presentation Dinner

The Society's 50th Anniversary and Presentation Dinner was held on Saturday, 31 March 2001 in the Restoration Workshop. C class 29 provided the backdrop for the evening and L/P 154 was floodlit on the traverser for the occasion.

Councillor George Hurley and his wife Valerie, Alderman for the council ward in which the museum is located and representing the Mayor of Sutherland Shire Council, and Ms Danna Vale, MP, Federal Member for Hughes, and her husband Bob were our official guests.

Representatives from the Tramway Museum Society of Victoria, Ballarat Tramway Museum, Brisbane Tramway Museum Society, the Tramway Division of the Museum of Transport and Technology in Auckland, the NSW Rail Transport Museum and 3801 Ltd joined us in our celebration.

David Critchley and Col Gilbertson were joint MCs for the evening. In the toast to the Museum and the friendships that it has fostered, Col mentioned that the Society was the sixth enthusiast group in the world to preserve electric trams. He highlighted that our letterhead proudly proclaims that we were the first in Australia, pioneering the 'live museum' concept. Col then provided a chronology of the first fifty years of the history of the museum.

Col recalled how the SPER had been involved in the operation of steam-hauled rail tours in the late 1960s, including the famous speed run to Newcastle with 3801. We also ran a number of rail motor and electric train tours before the advent of specialist societies, and ran tours interstate by train and tram.

Film and television events that the Museum and its trams featured in were also mentioned.

Col highlighted the friendship and camaraderie for which the SPER is well known, thanking all present for their friendship over the years.

David Critchley proposed the second toast, to the memory of deceased members, and touched on the support provided by wives and partners.

Awards of a Certificate of Appreciation and a colour-coded service badge were presented to 55 members.

The 10 to 24 year awards were introduced by Bob Cowing, Chairman of the 25th Anniversary Dinner Committee, and presented by our founding member Norm Chinn. Norm gave a brief insight into how, before the National Park site was finally selected, eleven different sites were evaluated as possible museum locations. He also paid tribute to all those who had 'travelled with him' on the 50-year journey that we are celebrating.

The 25 to 39 year awards were introduced by our Chairman Howard Clark and presented by Councillor George Hurley. Councillor Hurley spoke on the vital part that the Museum plays in tourism within the Shire. He also highlighted the outstanding dedication of the Museum's volunteer workforce, congratulating and thanking all those for their contribution to the organisation. Bob Cowing, on being handed his award,

received a well-deserved standing ovation from all present in recognition of the work he carries out for the Museum.

Before presentation of the 40 years plus awards by Ms Danna Vale, MP, Federal Member for Hughes, David Rawlings, the longest serving member of the Board of Directors, spoke of the outstanding contributions that each of this special group had made to the Museum. He singled out Peter Kahn and Vic Solomons as two members who had, in addition to those activities for which they were well known, been tireless workers behind the scenes for many years. Ms Vale then presented the awards (in reverse alphabetical order) to Bill Tuffnell (member 22), Barry Tooker (11), Vic Solomons (28), Peter Kahn (27), Richard Hall (36), Ted Davies (10), Richard Clarke (42) and Norm Chinn (1).

Our Chairman of Directors, Howard Clark gave a brief (well, for Howard it was...) speech in which he thanked all present for their attendance and for being part of the Museum's fifty years proud history. He spoke of Norm Chinn's vision and those who had pioneered the museum, in securing the historic collection, building the old site and getting the Society firmly established.

Howard then made a presentation to Norm Chinn of a framed photograph of L/P 154 flanked by O class 1111 and R 1740 taken at the recommissioning of the L/P on 19 August 2000.

Mrs Vale presented Norm with Life Membership of the Society and spoke, with great pride, on the outstanding contribution of the Museum's volunteer workforce in this Year of the Volunteer. She thanked Norm for his vision and Howard, as Chairman of the Board, for all the good work that the Museum has done and continues to achieve. She also congratulated the 50th Anniversary Dinner Committee for a well-planned and run function.

Finally, in recognition of the Society's 50th Anniversary, Mrs Vale symbolically presented the Museum with a new Australian flag, which was accepted by Norm Chinn and the Museum's newest member present, Peter McCallum (650).

Despite a few teething problems with the catering on the night, all those attending voted the evening an outstanding success. David and Col would like to acknowledge Bob Cowing, whose idea it was to hold a dinner and for his physical work put in at the Museum in the lead-up to the night. Bob Merchant, who coordinated the bookings and produced the Certificates of Appreciation, and John McFadden, for his work behind the scenes, are also thanked.

– Col Gilbertson

Museum Operations

Congratulations to Mary Kerry, who has been appointed the operational control of the kiosk and ordering from our kiosk suppliers.

40th Anniversary Commemoration of the Last Tram in Sydney, 25 February 1961

The Museum commemorated the closure of the Sydney Tramway System, with the re-enactment of the final journeys made with R car 1740, RI car 1971, and L/P car 154, the first tram preserved by the Society.

On a day reminiscent of that hot, humid and sticky day back in February 1961, a large number of visitors and

members enjoyed a nostalgic Sydney trams only day, at the Museum.

C car 290 made several runs to the great bouncy enjoyment of the passengers, reviving memories of the true 'Jumping Jack' trams that ran on the infant system in Sydney at the turn of the century.

A coupled set of O class cars (1111 and 141s) provided the rare sight of multiple-unit trams, which were once a common Sydney occurrence, to the delight of many of our passengers, particularly the young, who had never witnessed this normal feature of Sydney trams in their heyday.

Particularly pleasing to note is that many old tramway employees made it a day out to visit Loftus and bring their grand-children to ride the trams on which they earned their living.

Thanks should be recorded to radio stations 2CH, 2UE, and 2SM, the Sydney Morning Herald and the St George & Sutherland Shire Leader for publicity.

At the end of the day a special tour organised by the Historic Commercial Vehicle Association wound up at Loftus for their passengers to partake in some early evening tram rides with our Sydney tramcars. Mercedes Mark 2 single-decker 1995 (recently placed in storage), driven by our member Ray Boddenberg, and double-decker bus 1995 had completed a tour over the last two tram routes in Sydney, to La Perouse and Maroubra, and finished a perfect day.

All available Sydney trams were in operation for the 40th Anniversary Day operations at the Museum.

Restoration Notes

Dennis O'Brien advises that following some extensive negotiations between himself and kindred tramway museums around Australia, a trolleybus compressor suitable for installation in our C car 29, was located by our friends in the Tasmanian Transport Museum Society, Hobart. It is from a former Leyland 'Canton' trolleybus.

Thanks are extended to David Jones and Don Lang from the Tasmanian Transport Museum for their efforts on our behalf. After an overhaul, Bill Parkinson will be able to install the compressor in the tram, and in a short time, number 29 will join our operational fleet. Many thanks, Dennis for your efforts on our behalf.

P class car 1497 is at present in shops to receive general restoration work and a new coat of paint. It is now awaiting the availability of 1 road and its pit so that essential underbody work can be completed, after which its refurbished trucks will be installed. This tram will be ready in a couple of months.

Traffic Notes

The following alterations to the Royal National Park timetable have been approved by the Board of Directors.

1. The tram departing from the Park has been brought forward to 30 minutes past the hour
2. The final journey to Sutherland at 4:38pm has been cancelled (unless the Officer-In-Charge decrees otherwise).

Easter / Anzac Day / Heritage Week Operations

The museum will be open and operating trams on the following days in April:

Friday,	13 April – Good Friday
Saturday,	14 April – Easter Saturday
Sunday,	15 April – Easter Sunday
Monday,	16 April – Easter Monday
Wednesday,	18 April
Sunday,	22 April – Heritage Festival
Wednesday,	25 April – Anzac Day
Sunday,	29 April

Let's Getaway from it all, Folks!

A very short notice surprise visit to the Museum was made on Friday, 2 March 2001 by Channel 9's holiday program, 'Getaway' after the film crew had been washed out of their scheduled filming location due to heavy rain. The Getaway team took a ride to The Royal National Park with driver Vic Solomons and conductor Frank McQuade, who also took the television crew through the Display Hall, and gave a television interview.

Passengers for the filming were members Jim Jowett, Keith Hughes and our 'Work for the Dole' team, which gave that little extra 'zing' that the tram needed. Thank you Keith, Jim and the team.

It is expected to air in late May or early June 2001.

Group Out-of-Hours Bookings

If perseverance counts for anything in this day and age, then our hard working Bookings Officer Ron Ham, deserves an award for the excellent effort he puts into procuring 'out of hours' bookings for the Museum. In the period commencing Monday, 26 March and ending Thursday, 29 March 2001, revenue collected exceeded \$1300.00.

A Probus Club Group from Holroyd arrived on Tuesday, 27 March and John McFadden assisted Ron on that day.

On Monday, 26 March, Marton Public School at Engadine visited the Museum, with 75 youngsters enjoying tram rides to the Royal National Park on R1 car 1971 and to Sutherland on Brisbane car 295.

Wednesday 28 March saw two groups arrive; Mountain View Retreat Retirement Village and Halekulani View Club with 35 Seniors.

On Thursday 29 March, Carlton Primary School visited, with 93 youngsters. So, as you could see, poor Ron was run off his feet with enthusiastic visitors. Twenty-five booked groups will have been through the Museum by the end of March.

March has been a splendid month for bookings, with Kings School equal top scoring with 93 students and accompanying adults on Sunday, 18 March.

New Friends of the Museum

We extend a warm welcome to the new Friends who have joined in recent months:

2449	Ben Barnes	Arncliffe, NSW
2450	Sian Veague	Miranda, NSW
2451	Mark Johnson	Katoomba, NSW
2452	Tracey Johnson	Katoomba, NSW
2453	Sara Johnson	Katoomba, NSW
2454	Michael Johnson	Katoomba, NSW
2455	Tegan Johnson	Katoomba, NSW
2456	Danny Adamopoulos	St Peters, NSW
2457	David Cowans	Berowra Heights, NSW

2458	Jill Cowans	Berowra Heights, NSW
2459	Ian McGregor	Oatley, NSW
2460	Kate McGregor	Oatley, NSW
2461	Andrew McGregor	Oatley, NSW
2462	Marlene McGregor	Oatley, NSW
2463	Bruce Handley	Cherrybrook, NSW
2464	Julie Handley	Cherrybrook, NSW
2465	Christopher Handley	Cherrybrook, NSW
2466	Jonathon Handley	Cherrybrook, NSW
2467	Jacqueline Handley	Cherrybrook, NSW
2468	Paul Sharp	Lane Cove, NSW
2469	Elaine Sharp	Lane Cove, NSW

News from the Board Room

Proposed Shop Building & YMCA Facade

The plans for the proposed building containing the shops have now been lodged with Sutherland Shire Council. To gain a better understanding of what is proposed for the facade, Council Officers visited the Museum site as well as the Moore Park storage site to see the façade stones.

If Council approves our plans, the area behind and south of the Miranda Waiting Shed will become a hive of activity. Some preliminary work by volunteers is planned before the contractors can start.

For example, the Police Box will be moved to Cross Street opposite the Restoration Building. In addition the toilets in Tramway Avenue need to be moved.

Sutherland Council recently approved our development application for the new toilets in Cross Street, west of the entrance to the Restoration Building. The intention is to complete these before construction of the shop building commences. This will obviate the necessity to reposition the Tramway Avenue toilets elsewhere.

Roof over 4 Road

As most members are aware, the Museum currently lacks sufficient covered storage space. Sutherland Council recently approved our plans to extend the Restoration Building over part of 4 road.

This work involves the extending of the northern portion of the building westwards (from the roller door to the traverser), although the current west wall will remain in place.

The track will be repositioned slightly to enable our motor vehicles to be stored in the new covered storage space parallel to one tram in 4 road.

However, before work can commence the material stored in this area will have to be moved. In addition, the source of funding has not yet been identified.

Bogie Storage Area

The Board has approved construction of a bogie storage area in front of the top shed between 12 road and the railway fence. Material is slowly being cleared from this area to enable formwork to be built.

This work has a low priority but is one of the many jobs that need to be done.

Museum Line

One of our long-term plans is to join the double track in Tramway Avenue at both extremities, which will diminish the use of the scissors crossover. It is also planned to

extend the double track northwards towards the TAFE crossing.

To facilitate the extension of the double track, plans have been prepared to enable us to obtain the necessary approvals to gain permissive occupancy of an additional strip of land east of the existing single line. However, it will take some time before any physical work commences because of the complexity of the approval process.

Overhead Poles

A pest controller has examined the white ant activity in our overhead poles and considers that up to 50% of our timber poles have been damaged.

He treated several poles, as well as the four major posts in the Railway Square waiting shed, although he did not locate any activity in these posts.

The Board is considering alternatives for replacing the poles.

Display Hall

Now that the concrete floor for the Display Hall has been completed, the Board is considering ways to revitalise the displays. As Curator of Exhibits, Bob Merchant will welcome any suggestions from members or friends.

Seniors Card

Our Museum is now listed in the Seniors Card Members Guide, which is posted to all Seniors Cardholders in NSW.

This booklet indicates that Seniors Card members are eligible for the concession price of \$6.00 when they enter our Museum. Traffic staff should ensure the concession price is given to visitors who produce a Seniors Card.

Heritage Workshop Supervisor

Brian Hague has been appointed to this position, the title of which more accurately describes his role.

– John McFadden,

Personal

We have heard that our Friend, John Robinson has just come out of hospital after surgery. We wish you well, John, for a speedy recovery.

Another who has ventured forth from 'workshops' with attention to the right arm and ear was Les Coghill who resumed duties on Sunday, 25 February, a bit sick, sore and sorry, but by all accounts, he enjoyed the day.

We wish a very quick recovery to Leila Moag, who has been on the sick list for six weeks. Leila is our newest Shareholding Member (651) and we welcome you aboard, Leila. We all hope that you are up and about again soon.

Bob Pearce, Secretary of the Perth Electric Tramway Society visited Loftus on 18 March and reports he had an enjoyable day. He would like to extend his thanks to David Crichley and Stuart Keenan, both of whom were on duty that day, OIC Peter Kahn, and Bob Cowing (albeit briefly). He had the pleasure of meeting Richard Mason, Frank McQuade and Bill Denham, but missed seeing Don Campbell, who had changed his rostered day. Bob says 'Hello', and will catch up with Don another time. Bruce Worthington escorted Bob through the workshop and display hall and Bob gained some ideas to take back west.

SPER NEWS

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PO Box 103 Sutherland NSW 1499
Editor: Michael Giddey

Member Survey – Potential Restoration Projects

A date for your calendar: Ceremony for C 29 to re-enter service 11:00am on Sunday, 24 June 2001

Letter to the Secretary

Our member No.1, Norm Chinn writes:

"Please allow me to extend to all my appreciation for the honour bestowed upon me by the Board of Directors, Members and Friends of the Museum. This is not only for the Life Membership, which I hold as being one of the most important honours I have ever received, but for all the most genuine comments and expressions given me by the membership at our recent 50th Anniversary dinner.

"Whatever time is left me I will remember that evening with great pride and appreciation to all the many friends who feted not only me but all who have worked so hard for so long to make two young boys' dream a reality.

"May they keep the great achievements coming."

Members Survey – Potential Restoration Projects

A number of members provided their views on favoured projects for restoration. These included P 1497, O 957 / OP 1089, E cars 529-530, J 675, PR1 1573, Brisbane 180, P 1501 and Berlin 3008.

These were discussed at the Board meeting on 27 April 2001. Several are quite major projects which cannot proceed without significant sponsor funding. Our sister museum at Crich, UK, has a separate tramcar sponsorship fund established with donor funds to cover specific projects and a similar idea perhaps could be developed here. A summary of the main points is set out below.

P class 1497

- Funds in excess of \$20,000 have been provided by one member to facilitate overhaul of bogies and reprofiling wheels.
- The body has been repainted by our weekday workshop team.
- \$1800 is required to purchase five pairs of replacement canvas doors.
- Motors need to be refurbished and bogies reassembled by our maintenance team when time permits.

O class 957 and OP class 1089

- Major coachbuilding restoration has been completed on both cars.
- 1089 has been undercoated.
- 957 requires roof to be repaired, recanvassed, bow rails weather protection, gutter rails, edge mouldings and seat slats to be refitted.
- A little more than \$6,000 of donor funds is on hand and will be used to purchase new weather blinds for both cars once further research on 1089's blinds is complete. (We do not have a complete example for this car.)
- Approximately \$15,000 is required to finish both cars to non-operational display condition.
- A further \$25,000 to \$30,000 for each car is required to achieve operational condition.

Brisbane 180

- Minor body repairs and a full repaint is required for display condition, requiring approximately \$2,000.

- The car requires rewiring. The timing and cost needs to be assessed.

E class 529-530

- These cars will be 100 years old in 2003.
- An application for a dollar for dollar NSW Heritage Office grant could be made for that year if a major financial sponsor can be found to support the balance, and provided funds sought from Heritage do not exceed their maximum allocation.
- Major body restoration is required for both cars, with evidence of dry rot in the main frame timbers and corrosion in steel sheathing.
- Bow rails need replacement on both cars.
- Full extent of work cannot be determined until one of the cars is partly stripped. To achieve operational status overall costs of not less than \$150,000 appear likely.
- A cosmetic restoration for display purposes needs to be evaluated and costed.

J class 675

- This car will be 100 years old in 2004.
- A truck for this car is required and good progress sourcing a possible truck in Europe has been made.
- The car is effectively a shell comprising a roof and underframe / floor in sound condition cocooned in fibro.
- A grant application for 2004 is possible but major financial sponsor/s still required. (The Heritage limits as for the E cars are also likely.)
- Very little side panelling remains, a set of doors is required. Seats and tie bars need to be fabricated and driver's ends rebuilt.
- Up to \$10,000 has been promised towards this project.
- Restoration is a major cost exercise, particularly as the car lacks all mechanical and electrical equipment. A more detailed assessment of project cost is required, although from experience not less than \$80,000 to \$100,000 is likely.
- Restoration of the body only to display hall static condition needs to be evaluated and costed.

PR1 class 1573

- The car body is very sound and much of the electrical and mechanical equipment is on the car.
- Approximately \$1000 in donor funds is held for this project (sufficient to permit a body repaint by our workshop team for display purposes).
- A full set of upholstered seats is required and fixed seat frames need to be fabricated. An approximate cost of \$12,000 to \$15,000 is required for internal fitout.
- A quote from Bendigo in early 2000 indicates approximately \$22,000 to re-equip the car for operations, excluding cost of bogie overhaul, adaptation for the car and transport costs.

D class 117

- The car is in partly dismantled condition. It has a full

compliment of electrical and mechanical equipment.

- The major exercise is to replace both side frame timbers, steel sheathing and floor bearers as these have been weakened by alterations to accommodate non-standard wheel sets.
- Detailed evaluation of this project is still to be performed.

Berlin 3008

- Internally and mechanically the car is in sound condition.
- Our workshop team is keen to proceed with repair and replacement of rusted side panels before the car deteriorates further.
- The Board has agreed to the workshop request to shop the car in June for two months. The car is to be repainted in the original 1969 cream colour with dress strips and its original number 5133, in time for a visit by a group from Berlin in October 2001.

The above summary sets out the main preferences arising from the survey. The limitations of financial resources without a major sponsor or donor coming forward will be the main constraining factor in enabling restoration activity to commence on a number of the cars. Hopefully, there may be some unknown 'fairy godmothers' amongst our members and friends who may see fit to take on financial support for one of these restoration projects.

Federation Grant – C class 29

As members and friends are aware, car 29 has been in the workshop for about 12 months for restoration to working order.

Some setbacks and cost over-runs occurred with the outside engineering contractors, Garnock Engineering at Port Kembla, who experienced problems with restoration of the truck, including cracks in a couple of the wheels. Joe Kirchberger has been busy working underneath the car fitting air piping and brake rigging. This has involved replicating equipment on cars 12 and 290. Our Tuesday evening team has been busy with rewiring, with Bill Parkinson and Mal McAulay also working on the truck and equipment. We are also grateful to our friends in the Tasmanian Transport Museum assisted by Dennis O'Brien for the supply of a trolley bus compressor and to our friends at Foxton, NZ, for the supply of two trolley bus compressors. We now have in stock one for each of our other C cars still awaiting restoration, cars 12 and 33.

Car 29 will, as a Centenary of Federation event, be ceremonially returned to service by our local Federal Member for Hughes, Mrs Danna Vale at 11:00am on Sunday, 24 June 2001. All members and friends are invited to attend on this special occasion.

NSW Heritage 2001 Grants

Members and friends may have lost track of events starting in 1997 when the opening of the Sydney Light Rail line was imminent, and there were positive signs that an extension to Circular Quay utilising Castlereagh and Pitt Streets was possible. Sydney City Council and our friends in the CityTram Association joined with us and ownership of five cars at Rozelle (R class 1753, 1923, R1 class 1943, 1993 and 1995) and three cars at Penrith (R class 1741, 1749 and 1917) were vested in the Sydney Tramway Museum.

An application for 2001 NSW Heritage assistance was made (and receipt of this was announced in two stages in 1998 and 1999) towards restoration of four corridor and one toastrack car for potential availability as heritage trams for use on a city extension to Sydney Light Rail. At that time cars 1753, 1923, 1943, 1951 and the bodysell of L/P 298 (for conversion to an L class) were included. As 1951 was already at Loftus initial work on body repair and restoration of seats was soon underway.

The remaining three cars were (and still are) unavailable due to a dispute between the Harold Park Racing Club and

Sydney City Council. Progress is being made on this issue due to assistance from the Minister for Gaming and Racing, Mr Richard Face as well as interest being shown in the prospect of heritage trams being operated in Newcastle by the Lord Mayor of Newcastle, Councillor John Tate.

In the meantime, 1808 (a substitute for one of the above cars) has been restored to operating order by the Bendigo Tramways and the car is currently at Preston Workshops following its successful inclusion in the Moomba parade in March 2001. (See *Trolley Wire*, February-March 2001.)

Another recent development has been the acquisition of post-war R1 car 2001 after residing for 40 years on a property at Balmoral village in the Southern Highlands. We are grateful to the Michael family for recognising the heritage significance of 2001 in the year 2001, and it was transferred from their property on 18 April 2001 to Bendigo, being unloaded at 5:15pm the day after for restoration.

As part of the arrangement, R car 1749 was transferred from the city council depot at Wentworth Park (where it resided with 1741 and 1917) on Saturday, 21 April 2001 to Loftus. It is to be refurbished by our weekday workshop team as a replacement for car 2001. 1749 has no undergear equipment in contrast with 2001, whereas 1749 with its centre bulkheads is suitable for family 'guesthouse' use on the property. 2001 is in very sound condition being protected by a purpose-made roof, which will be relocated onto 1749. Good progress is being made on 1749 at Loftus and 2001 at Bendigo. 1749 is expected to be completed by mid-June 2001 whilst 2001 is expected to be fully operational by the end of July 2001. It will be repainted in the airforce ceremonial / recruiting colour scheme adopted by Sydney R class 1974 and Melbourne SW6 class 923 during 1952.

Meanwhile, progress was delayed on 1951 in Bendigo due to local Workcover requirements and the need for some mechanical parts. These have been sourced and supplied. However, due to the marketing benefits associated with car 2001, car 1951 will be returned to operating condition later in the year after 2001, sporting its Royal Visit colour scheme of 1954.

It should be remembered that the grant towards these cars from NSW Heritage totals \$82,000. Our matching costs to date have been met mainly by three donors who have in the initial instance funded the costs involved prior to receipt of grant contribution share.

The operation of 1808 in Melbourne was a major coup for our museum. Again the same three donors incurred additional expense (not covered by Heritage assistance) in moving 1808 from Bendigo to Melbourne. Support from others who have enjoyed this event (and the potential for future operation in Melbourne during the next four months) before the car returns to Sydney would be most welcome.

Brian Hague, Jim Jowett, Vic Solomons, Wayne Dempsey and other weekday workshop team members have made trips to Mt Hunter near Camden and twice to Carribee farm near Bowral (plus a further visit to Colo Heights to assess availability of parts). They have recovered much needed brake fittings and other components from cars 1781 and 1998 for these projects.

Members and friends may question why we have proceeded with the corridor car restoration programme when the immediate prospects for an extension to the light rail line in the city are currently not a major government priority. Nevertheless, given that funding support in hand is 'worth two in the bush', opportunity has been taken to proceed. The museum will in due course be well placed to provide operating heritage trams at short notice to any potential commercial operator or for any alternative project when one emerges. Potential alternatives include the Canberra heritage line, Newcastle and several other emerging possibilities. If just one of these proceeds, much needed cash flow can be returned to the museum for other possible restorations.

The inclusion of a toastrack car in the project has changed due to an opportunity to restore P class 1501, acquired at

Lightning Ridge a couple of years ago, in lieu of the original proposal. This would use a regional based coachbuilder to work on the restoration, with support from Bourke City Council. This plan has the support of NSW Heritage but further matching funding needs to be guaranteed by member support. The car has been moved from Lightning Ridge to Bourke and into a covered workshop location near Byrock where body restoration is expected to commence in the near future.

Rail

Our rail stockpile has been reduced over time with extensions within the depot building. Further rail stocks are essential if we are to proceed with the extension into Sutherland. Opportunity has been taken to pursue a quantity of good quality rail from a country council at a reasonable price. Further news on this will be provided in due course.

YMCA Façade

This is one of the most significant developments and represents one of our major current commitments. To date the supporting structure for the façade, which must be funded by the museum, has been supported in excess of \$250,000 by two members. Further support of at least \$50,000 is still required to ensure the museum achieves the important transposition of the 1880s building to enhance our facilities. Developers are required to add value at their expense by re-erecting the stone-work block by block. The resulting structure will provide a unique heritage aspect to our museum, greatly enlarged additional display, archives and retail space and enhance the investment in the site by at least \$2m. We are currently awaiting Department of Lands and Sutherland Shire Council approval for this construction to commence in the near future.

W2 class 249

This car, which was the first W car built by James Moore in 1924, was acquired complete on behalf of the museum more than four years ago by a group of members to ensure its long term preservation and potential operation in an appropriate heritage environment. In March it was relocated from a farm at Clarendon near Ballarat to Bendigo where it has since been placed in limited operation as a training car. It is envisaged that it will be refurbished in a Canberra 1920s theme (reminiscent of buses operating in the capital at that time) and will be used to further promote the introduction of a heritage tramline in Canberra.

Workshop Cranes

A quote of \$7,700 each has been received from Demag, the manufacturers of our workshop cranes, to have the two cranes lengthened to suit the width of our workshop without affecting their 5-tonne lifting capacity. This includes strengthening the beams, extending the electrics and repainting. In addition to this amount would be return trucking to their factory and erection in our workshop of about \$2,500 each and \$3,000 crane rail costs.

A member has donated the \$15,000 towards the cost of the alterations and we now have to find the balance. Craneage costs can be minimised if we combine the movement with another job requiring cranes, such as the transfer of R 1749 to Bowral in July.

Photocopier

A while back, Col Gilbertson donated his old office Sharp photocopier to the museum. This was installed in the museum office and provided an emergency photocopy service although in need of a major overhaul. This was eventually arranged and it was taken away but could not be serviced due to its age, as, unfortunately, parts are no longer available for this model. It requires a new drum and the toner tank leaks. Col agrees it can be scrapped. This will not be until a replacement is obtained.

If any member or friend has a serviceable second-hand photocopier, or would like to donate a new one, it would

certainly be appreciated by members handling the museum's administration.

Deductible Gifts

Earlier advice from the Australian Tax Office indicated that specific gifts for particular projects would be reduced by GST charges. Latest advice supports generic donations for use at the discretion of the Board or for specific donations, which will not be reduced by GST, where no due consideration (in the form of limitations, advertising or other specific public acknowledgment) is provided in return by the museum. Should any member or friend be concerned relative to a prospective donation, please contact a member of the Board.

General

Written contributions, gifts or other comments will be welcome in respect of any of the above.

New Members and Friends

We extend a warm welcome to our new member and friend who joined in April. David Twiss will be known to some of our older members. He joined the museum many years ago but let his membership lapse due to various commitments:

652	David Twiss	Caringbah NSW
2470	Ben Dannecker	Nowra NSW

Personal

Jimmy Jowett and Norm Chinn have both spent a short period in hospital during the last month. Both are recovering well, are quite chirpy and cannot wait to get back into the swing of things.

Works Report

Saturday, 24 March saw the completion of concreting the remaining unpaved sections of floor in the display hall and running shed, with 32 cubic metres of concrete being pumped, placed and finished by contractors and museum members. Three separate slabs were poured adjacent to 8 road and a fourth around the wheel lathe at the rear of roads 1 and 2. This was the culmination of extensive preparatory work carried out by the museum's workforce over many months. Included in this work was the manufacture of pre-cast concrete pits. These pits were placed below floor level at frequent intervals and a network of conduits was laid between them. This will allow for the future power supply to the rear of the main building and for the adjoining YMCA building when reconstructed. Also included was a pit at the end of 8 road with its section of cable tram slotting to show how the cable ran beneath the road. A small section at the back of 8 road is to be paved with hardwood blocks typical of Sydney's city streets of a century ago. Prior to pouring the concrete at the back of 8 road dummy rails and cable slot were extended from the end of track to the back wall. This track will eventually appear to continue into a large photo or mural to be mounted on the back wall.

Near the wheel lathe several pieces of recycled W2 underframe (ex 560) were set in concrete to support some heavy steel 'fencing' which is to form part of a required clear path to an emergency exit door to be installed in the western wall near the sprinkler room. The 'fencing' panels are old lattice girders reclaimed from an old building, possibly of steam tram origin, at the end of Henderson Road, Erskineville.

The retaining wall between roads 14 and 15 in front of the top shed is a job started because an offer was negotiated for some free work with a back hoe which was to be stowed over a couple of nights in the museum grounds. The trench for the retaining wall footing was dug and has been concreted with several loads of surplus concrete courtesy of Concrete. It was originally intended to erect formwork for the wall but insufficient material was on hand. Instead Ken Butt donated some concrete blocks which are being laid by a CSO bricklayer and will provide a wall backfilled with concrete. This is a job that has cost virtually nothing and is progressing

slowly as time and opportunity allows. The completion of this wall will allow for the filling and levelling of the area in front of the top shed in preparation for laying pointwork to provide access to the shed's three roads.

Sutherland (No. 3) Substation

A fencing contractor has erected the chain wire fence enclosing what will become the substation transformer yard. The large former Kogarah trolleybus transformer stored beside the workshop is to be moved to allow work to start on the workshop extension. It was decided to pour the concrete slab in the new yard to take this transformer so the transformer will only have to be moved once. It weighs about ten tons and will require a crane to move it.

Pattern Shop

Our workshop supervisor, Brian Hague has made foundry patterns for casting coupler sockets for O and U class trams. The cast iron sockets on 99U are badly broken, as they have received some rather rough treatment over the years. The replacement units will be cast steel and be far stronger than the originals. Brian has also made patterns for a brake-hanger mounting-block for our C class car 29. The pattern for the commemorative plaque covering our 50th anniversary time capsule is also Brian's work.

Picket Fence

The picket fence and gate beside the path across the eastern end of the traverser pit has been completed and painted off-white. Its design is based on fences used at a number of Sydney tram depots and adds to the period atmosphere.

Safety Zone Bollards

Three of the former Kings Cross cast iron pedestrian safety zone bollards have been erected beside our disabled and elderly person's platform. All three were overhauled and repainted yellow and black, and now provide lighting for this platform.

Road 4 Points

Work has been progressing slowly on the pointwork from the access track to depot road 4. A spring mechanism has been fitted and will be connected to the ex-Brisbane footpath mounted switch stand. Various track drains have been formed up and concrete poured to rail level. The framework for the steel point mechanism cover has also been fabricated.

Road 4

The part of road 4 between the traverser and Cross Street was originally laid with some very second-hand sleepers in great haste a few days before our new site was officially opened in March 1988. It is not parallel to the side of the workshop and will not allow the placing of vehicles in the proposed workshop extension to optimise the available space. The Board has approved a proposal to re-align this track in a straight line with road 4 from the depot. This work will require some alterations to the road 4 points and the diamond crossing with the Cross Street track. The re-alignment will allow the motor vehicles, which now occupy space in the top shed, to be housed in the workshop extension on both sides of a narrow tram such as 99U. This will free much needed space in the top shed to get further trams under cover.

Cable Drum Holder

Car 42U (alias 42SS, L707 and 'Gentle Annie') was fitted during its years on the Railways with a heavy timber framed cable drum holder which was used to play out contact wire under tension as the vehicle moved along. We used this holder on 99U to run out the grooved trolley wire along both our Sutherland and Royal National Park lines. The timber framework was in poor condition. Bob Cowing has replaced the defective timbers and was assisted by CSO workers in cleaning the steel plates. Ian Hanson is now repainting it ready

for its next assignment. Will this be the Sutherland extension?

Pinion Puller

Tramcar traction motors have a pinion on one end of the armature shaft, which engages the gear wheel on the tram axle to drive the wheels. During heavy maintenance it is often necessary to remove the pinion from the shaft to repair the pinion and bearing. As the pinion is a shrink fit onto a tapered end on the shaft, considerable force is necessary to loosen the pinion from the shaft. Among the items of equipment retrieved from Randwick Workshops many years ago was the casing of a screw type pinion puller with the screw mechanism missing. Bob McKeever recently machined the required screw and boss from scrap steel to make a very useful piece of equipment. Bill Parkinson will be trying it out soon when he dismantles the four motors from P car 1497 for overhaul.

Flat Car

The 3ft 6in gauge flat car donated to us by BHP was obtained with a view of using it to float unregistered motor vehicles to the No 3 substation and to work sites in the Royal National Park. It can also be used to carry tip trucks to spread ballast directly onto the track and to take concrete trucks to sites inaccessible by road. It was particularly suitable for this purpose because of its small wheels and very low deck height above rail level. Initial work on re-gauging the bogies was carried out by Bob McKeever. The existing axles were sawn in half, their ends bored out, spacers were made from old tram axles, the new assembly was dowelled together and expertly welded together by Joe Kirchberger. This is not a high priority job but will continue as circumstances allow. Further works to be done is the fitting of a brake system, widening the underframe and deck, and replacing the automatic couplers with tramway couplers.

Tramcar News

Our top priority job is the completion of work on C car 29. We must have it operational by 24 June for its official launch into service at 11:00am on that day by Danna Vale MP, who has done much to obtain the heritage funding for its transformation into an operational tramcar.

Car 29's truck was returned from Garnock Engineering at Port Kembla who made and fitted new brake rigging and two new axles. On the day of our Anniversary Dinner the car body was jacked up and lowered back onto the truck, now fitted with the two GE67 traction motors purchased by Laurie Gordon from the scrap dealer cutting up the Electric Car Workshops traverser at Chullora several years ago.

Traffic News

The next traffic roster is being posted with this SPER News. It commences 1 July 2001 and has been enthusiastically prepared by Frank McQuade. If anyone would like to assist with running the shop or kiosk, please contact Frank and he will be happy to slot you in after some basic training and explanation of the workings.

We will shortly be installing EFPOS in the shop and training will be provided on how to use the new equipment. EFPOS will be accepted for shop sales and museum entry fees but no cash out requests will be permitted.

Uniforms

Our traffic staff uniforms (except caps) are stock items that can be obtained from Western Workwear at 14 Watsford Road, Campbelltown. They are on the western side of Campbelltown railway station and can be contacted on phone 1800 242 484 or 4628 3669.

Our dark brown caps can be obtained through Keepshape Headwear, 110 Old Canterbury Road, Lewisham, phone 9569 8465 or 9569 8211. The cap is not a stock item and has to be made to order.

The cap number badge forms part of the uniform. If anyone requires a badge, advise John McFadden c/- the museum.

SPER NEWS

A newsletter published as required by the South Pacific Electric Railway Co-operative Society Ltd.
PO Box 103 Sutherland NSW 1499
Editor: Michael Giddey

C class 29 re-enters service

C class 29 re-enters service

Work on returning 29 to operational condition reached a stage on 9 June where a reduced voltage trial run was held inside Road 10 of the workshop. The following Saturday it ran a trial to the level crossing and on 23 June to National Park station. This marked the culmination of what has been the most thorough and complete reconstruction carried out by the Museum on any tramcar to date.

C 29 was built by Hudson Bros of Redfern and entered service on 31 October 1898. It is one of 97 four-wheeled saloon cars (later classified C class) that entered service between 1896 and 1900. These cars inaugurated electric tram services in Sydney. Following their withdrawal from passenger service by 1926, a number of C cars were retained for use as breakdown trams. Car 29 was withdrawn from passenger service in 1910. It was allotted the number 60s in the works tram fleet and attached to Newtown Depot.

During 1958 member Kevin Martin privately purchased car 60s from the then Department of Government Transport and Tramways and located it in his backyard at Centennial Park. The tram was eventually donated to the Museum and it arrived at Loftus during 1966.

In 1972, the car was leased to The Old Spaghetti Factory, which operated a restaurant in Sydney's Rocks district until 1989. The tramcar was returned to the Museum in a knocked down condition due to it having to be dismantled to retrieve it from the building. The way the car had entered the building had been blocked by construction of a lift well during the intervening years.

Car 29 was rebuilt during 1995 to static display condition under a NSW Government Heritage Grant. Two years ago our Federal Member for Hughes, Danna Vale assisted the Museum in obtaining a Centenary of Federation grant to facilitate its restoration to full working order.

The ceremony to return car 29 to traffic was held at the Museum on Sunday, 24 June 2001. At 11:00am David Critchley called the gathering to order and provided a brief history of 29. He invited our Federal Member, Danna Vale MP, to speak. Our Chairman, Howard Clarke responded and invited Danna and her husband Bob to board the tram and cut the ribbon. Many photographs were taken.

As the trams moved off Colin Gilbertson provided a brief commentary on the development of the Sydney tramcar. C 290, L/P 154, coupled set O class 1111 and 141s, and R 1740 followed car 29.

Further photo opportunities were taken as 29 stood on the main line at the Railway Square waiting shed ready for its official inaugural run. The cavalcade travelled to the northern terminus and on its return, a barbecue of sausage sandwiches with tea and coffee was served in the workshop. Danny Adamopolous ably manned the barbecue with assistance from two CSO workers who volunteered to assist us on the day.

During the ceremony Danna Vale presented to a number of our members certificates to mark the International Year

of the Volunteer in appreciation for their years of service to the Museum.

C car 290

On 30 June, Bill Parkinson replaced one of 290's resistance grids to increase resistance on first notch to tame the car's rather severe acceleration. Cars 29 and 290 now have very similar performance characteristics.

Bendigo activity

Work is proceeding well with the full mechanical and electrical restoration of R1 car 2001. At this stage it is planned for it to be officially launched in Bendigo on Monday 3 September 2001. It will be repainted in the Airforce recruiting colours of 1952 used on R1 class 1974 and W6 class 923.

Additionally, W2 class 249 also nears completion of its body restoration. The 'Colorflek' has been stripped from the ceiling, the roof resurfaced using a new material supplied from Adelaide and used in recent H car restorations and at St Kilda. The car will be painted in the maroon colour scheme carried by Canberra transport vehicles in the 1930s. Both 2001 and 249 are scheduled to be displayed during September in Canberra near the Australian War Memorial as a promotional exercise for the Canberra Federation Line.

Hobart 20

Members will recall that we acquired the body of this car some years ago. At the time the former owner agreed to its continued storage on his property and during the intervening period he has built replacement staircases, a full complement of upper deck seats, made castings of the fittings which support the upper deck and fabricated a replica (functional) bow collector. As the tram sits on about the only level piece of ground on his property and he now wishes to build a stable there for his daughter's horse, the tram will soon be on the move. We thank Mr Barry Baxter for his work on this project. Negotiations are under way with Bendigo concerning its possible storage and use there before coming to Sydney.

R car 1749

Dad's Army, our weekday workshop team, has completed the work required to be done to this car as agreed with the former owners of car 2001, now undergoing treatment in Bendigo. This involved a thorough cleaning, repairs to both cabs, new plywood interior paneling, floor repairs, a complete repaint in green and cream and revarnishing the interior. The final task was the fitting of the curved corrugated iron to protect the roof. This iron was taken from 2001 in Bendigo and sent up for fitting to 1749.

On 26 July 1749 was loaded at Loftus and dispatched to its new home at Balmoral Village. Its new owners have expressed complete satisfaction on the work carried out by our works team.

Workshop travelling cranes

With a crane on site to load R car 1749, the opportunity was taken to load the two Demag workshop cranes and send them to meet their maker. A member has generously provided \$15,000 for the modifications necessary to fit our workshop and Demag are providing the rail fastenings free of charge. When the cranes were delivered from Chullora to Loftus, they came on two semitrailers. We used Demag's recommended contractor who has special racks so the two cranes could be transported on the one truck, thus saving valuable funds for other projects.

Spare Brisbane dropcentre bogie

For various reasons, work on this bogie has been in progress on an *ad hoc* basis for the past five years. Bob McKeever is now making new bushes for the brake rigging so that this project can be completed.

Traverser

Our Work for the Dole team stripped most of the decking plates from the traverser and thoroughly cleaned and painted the steel frame. This resulted in a surprise. The traverser has four additional roller wheels positioned along the centre line that we did not know about, bringing the total to eighteen. As work is progressed the decking plates are re-installed. The work is about 80% complete.

Replica waiting shed

Several years ago, the Powerhouse Museum donated their replica Federation style tramway waiting shed to our Museum. The shed had been used in their opening display and was surplus to requirements. This is being re-erected as a feature over and around the rear roller door in the display hall. While it is a low priority job, the walls have been completed and roof framing commenced.

Internal fencing

As mentioned in our previous report, heavy steel open-web girders have been erected across the rear of roads 1, 2 and 3 as fences and further sections have been erected beside the wheel lathe and between roads 3 and 4. Our Work for the Dole workers cleaned and painted the girders prior to erection. The level crossing style gate which once graced one end of the old Gladesville Bridge to block road and tram traffic whilst the swing section of the bridge was open, is also to be erected between roads 3 and 4 to separate the public area from the running shed.

Pallet racking

About 1988 David Rawlings obtained a quantity of heavy duty steel pallet racking which was erected between roads 3 and 4. It was used as shelving rather than for palletised storage and much of it has been taken up with ex-Randwick Workshops foundry patterns, very few of which are of any direct use to us. More recently, Tom Tramby obtained some more modern and higher pallet racking and this was erected as a continuation of the original racking. The extra height provides much greater capacity and one bay of the original units has so far been replaced with the higher racking. Danny Adamopolous has donated a quantity of standard wooden pallets and some heavy-duty cardboard containers normally used to hold up to a half tonne of bulk fruit. These are being used to accommodate the patterns more efficiently until a decision is made on their use or disposal.

A major clean up of the rear of the display hall has begun in preparation for the extension of the area accessible by the public. The deck of ballast motor 93U has been cleared of many items and the recently refurbished

cable drum holder has been placed on this car. The cluttered area between the rear of roads 3 and 4 has also been cleared to allow for the erection of the steel fencing and gate as mentioned above. Much of this material has been accommodated in the higher pallet racking and it will be necessary to replace further panels of the low racking as the clean up continues. The lower racking is being reused along the side of road 1 where its lower height is ideal. It is intended to store as much material on pallets as possible to facilitate handling and future sorting, culling and cataloguing of materials.

Road 4

Work is continuing on the fabrication of a new diamond crossing of the Cross Street track for re-alignment of Road 4. The new track will be made of prefabricated panels to minimise the time that road 4 is unavailable for use.

Diesel compressor

The diesel compressor we obtained from our earth-moving contractor, Alex Cannini some years ago is in need of an overhaul and Chris Olsen has commenced preliminary work on this project.

Motor vehicles

Omitted from our previous report due to space limitations was the overhaul of the brake system on our Bedford bucket truck by Tom Tramby and Chris Olsen. This included new master and slave cylinders. A CSO panel beater has commenced repairs to the mudguards and bonnet of this useful vehicle.

Weed trolley

Chris Olsen re-welded the handrails, which were crooked, fitted lifting lugs, made some modifications, repaired a leak in the tank and repainted the unit.

Sutherland (No. 3) substation

Sutherland Shire Council has granted development consent for the cutting back of the front wall of the existing building to clear the track alignment of the proposed extension into Sutherland, and to carry out additions and alterations to the building, including provision of a tower reminiscent of Sydney tramway substations. Council previously indicated that some funding of this work was possible and this is being pursued with Council.

Workshop extension and new toilets

Development consent has also been obtained for these projects and initial work has commenced setting up formwork and pipework for the new toilet block on Cross Street. These are necessary to replace the demountable toilet that will be removed to make way for the YMCA façade. A major clean up of materials stored on the western side of the workshop is also under way to facilitate work on the workshop extension over road 4. This included moving our collection of about 120 spare tram axles to an area near the rear of road 1.

Getaway

The episode of Channel 9's holiday program, 'Getaway', was screened on Thursday, 19 July. It was filmed at the museum with only ¾ hour's notice on Friday, 2 March 2001 after the film crew had been washed out of their scheduled filming location due to heavy rain. The Getaway team took a ride to The Royal National Park with driver Vic Solomons and conductor Frank McQuade, who also took the team on a tour of the display hall. Well done Frank!

Donations

The museum is grateful for the recent donation of a container of tramcar gear oil by Jack Nyman, and of two steel cabinets with cheque drawers from a closed bank by Roland, the leasee of our old site depot.

Verbal comments to the Department of Transport

The Board has agreed that no member is to make any verbal comment on matters of Museum policy to officers of the Department of Transport. In particular anything that might be interpreted by the DOT as a Sydney Tramway Museum commitment should only be made by David Rawlings and/or Richard Clarke.

All formal correspondence to the DOT on behalf of the Museum continues to require Board approval prior to issue.

The OIC is in charge on Sundays and holidays

A recent incident at the museum has prompted the Board to stress that on Sundays and public holidays the Traffic OIC is the site manager. These days are not scheduled work days and any member wishing to carry out maintenance or construction work must report his arrival and departure to the OIC. The work concerned should not be carried out in areas accessed by the public on such days.

Conductor training

The next training session for conductor will be held at the Museum on Saturday, 25 August 2001.

Any members or friends who wish to undertake conductor training should first contact Hayden Holmes, on phone 0416 069 161, giving at least 14 days notice.

An application form will then be forwarded for completion after which further details will be provided to those who apply.

New Friends

We extend a warm welcome to our new Friends and volunteer.

2471	Tim Beck-Gaskell	Bellambi NSW
2472	Patricia Van Epen	Sutherland NSW
2473	Kate MacDonald	Sutherland NSW
4101	Margaret Cannon	Drummoyne NSW

Crich visitors

On Friday, 14 September 2001 the Museum will play host to some 35 visitors from the UK who are members of the National Tramway Museum at Crich. It is planned that they will spend the day at the museum and arrangements are in hand for a dinner with them to be held at a venue yet to be decided on the evening of the 14th. David Critchley and Peter Kahn have kindly agreed to co-ordinate this. It is hoped that we can have a similar number of members present for the dinner.

BHP rail tour

At short notice, Bill Parkinson was able to arrange a tour by rail of BHP's Port Kembla steelworks and Kemira Valley colliery line free of charge for museum members and friends on 3 June 2001. The tour was limited to about 90 persons, this being the capacity of the two end platform carriages used by the company for such tours. The short notice meant that the tour was advertised mainly by word of mouth. The party met at sidings near Cringilla and steam locomotive 'Bronzewing' arrived with its two cars and a water gin shortly before the advertised departure time of 10:30am. Once all were on board, the train departed on time and headed for Kemira Colliery coal loader located in a valley on the side of the Illawarra escarpment several

kilometres west of Unanderra. The line is quite scenic, passing from suburbia to open dairy country and through patches of rain forest. The former junction of the closed line to Nebo colliery was passed shortly before the train climbed through a tunnel to descend into the Kemira Valley. Passengers were not permitted to alight at this location and the locomotive and gin ran around the train for the return run to the steelworks. We made a circuit of the works area and then ran into the diesel loco maintenance facility for an inspection of the building and its surrounds. Of interest were three 81 class locos on hire from National Rail and the L class ex-WAGR locos stored pending their return to Austrac Rail Ltd at Junee. We then inspected the wagon repair facility with its loco-sized spray painting booth. So that the crew could drop the fire on 'Bronzewing', a diesel loco took over the train for the return run to our starting point. The day was a most enjoyable one, and our thanks are extended to Bill, to BHP and to the volunteer crew.

Personal

Glenn Killham's wife Carla gave birth at Sutherland Hospital to a boy at 1406 hours on 28 June 2001. Tate (3090gm and 46cm) and mum are doing well at their home at Loftus. Congratulations, Glenn and Carla.

We regret to advise the passing from our Museum family of Museum Friend 2143 Miss Kerry Marshall of Waterloo, sister of Daniel Marshall, in December 2000 and of member 621 Noel Hills, also of Waterloo, on 15 June 2001. We extend our condolences to their families and friends.

From Bill Tuffnell, Member No. 22

Visitors have often asked Bill Tuffnell how he became interested in trams so Bill has supplied us with the following account of how it all happened.

My mother worked in her parent's shop at Botany and she was out and about whenever possible. It was not long before we were visiting Sandringham, travelling by steam tram from Kogarah station, and I usually persuaded mother to travel on the open part of the passenger car.

Each school holidays mother would take me for a ride in the steam tram from Kogarah to Sandringham where I would play on the footboards of the cars laid up on the loop. These outings took place in the mid-1930s.

During the off peak periods some passenger cars were laid up on the Sandringham loop. This loop was situated opposite the hotel (now demolished). For the evening peak, the motor and one carriage would reverse into the loop and attach an additional car. Then the motor and its two carriages would head for Kogarah.

My last ride on the Kogarah steam tram system was after school on the Friday prior to its closure in 1937.

On visiting La Perouse one Sunday afternoon during the mid-1930s, I noticed several P class cars laid up on the third loop line at the terminus and I played on the footboards of these cars too.

I clearly remember travelling several times to Narrabeen and 1111 could have been the tram we travelled on to Narrabeen.

The only lines I did not travel on were Birchgrove, Mortlake and Harbord. The last tram to Harbord was O class 840. Some 20 years later, 840 happened to be the lowest numbered car I worked on as a conductor out of Dowling Street Depot.

I also worked on the last O class car to be built (1479) and the last P class car to be built (1737). Both these cars worked out of Dowling Street Depot, the largest tram depot in the Southern Hemisphere. My father was a passenger

with me on these last to be built cars, 1479 along Pitt Street from Circular Quay to Goulburn Street and 1737 to La Perouse and return to Kingsford.

I was amazed to find that many Museum members did not know that between the AM and PM peak periods on Mondays, Wednesdays and Fridays only even numbered cars operated, while on Tuesdays, Thursdays and Saturdays only odd numbered cars operated.

Wills

We are all getting older and many valuable collections have already been lost to the museum over the years as relatives and friends do not always appreciate the value to the museum of artefacts, etc, collected by enthusiasts.

Therefore, a suggested form of wording for members who may wish to leave their collections of memorabilia and / or financial bequests to the museum is set out below. Members will of course have their specific thoughts in mind and therefore the following is a general guide only and members or friends may wish to consult their legal adviser before finalising the wording for their will, codicil or similar document.

"My interests have included tramway and rail history and accordingly I give and bequeath free of all encumbrances or charges the whole of my collection of tramway and railway memorabilia to the Sydney Tramway Museum (South Pacific Electric Railway Co-operative Society Limited). This memorabilia includes my library of books and magazines on these subjects, postcards, prints, manuscripts, papers, documents, parliamentary papers, diaries, records, recollections, videos, movie film, digital images, recordings, souvenirs, tickets, stamps, tokens, destination boxes and rolls, electrical and mechanical equipment and any other equipment or matter relevant to tramways or railways. I direct that the receipt of the Chairman of the Board and the Archives Officer of the Museum shall be sufficient discharge to my Trustee(s) of this material.

"In addition I give and bequeath the sum of \$..... to the South Pacific Electric Railway Co-operative Society Limited for its general purposes and the receipt of the Secretary or Treasurer of the Society shall be sufficient discharge to my Trustee(s)."

The above wording is only one suggested format, which will need to be adapted for individual circumstances. Please consult your legal adviser and remember the Museum in your will. Ideally, if you so wish, and after other specific bequests have been met, the remainder of your estate can be left to the Museum!

Painting and varnishing tramcars

The following instructions for painting a newly constructed N class tramcar in 1903 have been extracted from a copy of the original specifications for manufacturing the relevant tramcars (probably cars 617-647 built by Meadowbank Manufacturing Co.) held by the Western Sydney Records Centre, State Records Authority of NSW. The wording is as shown in the original document.

Painting 70-seat eight-wheel cross-seat electric bogie cars – from Specification No.147 of 1903

The outside of the car body including the doors sill plates bow rails and dasher plates is to be painted and before any colour is applied the woodwork is to be thoroughly sand papered down and all oily spots cleaned off and the iron work is to be well rubbed down with emery cloth to take the rust out then primed with three coats of lead colour and all nail and screw holes stopped up

then five coats of Harlands or William Docker's filling and one coat of staining are to be applied. Twenty-four (24) hours must be allowed between the application of each coat. After the last coat of filling is applied it must stand forty-eight (48) hours to harden before commencing to rub down then rub down to a perfectly smooth surface and allow twenty-four (24) hours to dry out then dust off and apply one coat of lead colour then stop up all blemishes and face down with pumice stone and apply one coat of light or dark lead colour to suit the finishing colours.

The top and bottom panels in the quarters bottom door panels centre part of dasher plate top fascia bow and gutter rails all round the car above the weather rails are to be finished standard buff and the 1¼" margin around the bottom panels on the quarters 6½" margin around dasher plates 1½" moulding around the bow and side rails and all other parts are to be finished standard brown excepting the sill and bumper plates which are to be finished special brown. The parts that are finished standard buff are to have four (4) coats and the parts that are finished brown are to have three (3) coats of colour applied last coat with varnish added, and when dry dust off and apply one coat of hard drying body varnish. Twenty-four (24) hours must be allowed to elapse between the applications of each coat, then flatten down with fine pumice dust and water then write line and number.

The numbers are to be put on the waist panels on the centre quarters with 5" gold block figures and "SMOKING" is to be written across the facias on the four end quarters with 3" gold block letters, and the numbers are to be put on the brown margin on the bottom of the dasher plates at each end with 3½" white block figures. The waist panels and end dasher plates are to be lined with ¼" gold lines and the bottom panel with ¼" brown lines. The framing of the quarters and doors is to be lined with □" buff lines then clean down all round and apply first coat of durable body varnish and allow forty-eight (48) hours to harden then flatten off and apply finishing coat of durable body varnish and allow forty-eight (48) hours to harden before delivery.

The toe boards and step irons below the sills are to have one coat of lead colour, two coats of standard brown last coat with varnish added and one coat of durable body varnish and all the underframing, under part of floor boards, footboards, brake gear, life guards and trucks are to have one coat of lead colour and two coats of standard brown applied last coat with varnish added.

The hatches and floors between the seats and on the open ends are to have two coats of dark stone colour and the under part of the centre seat is to be painted and stained in to imitate blackwood and one coat of varnish applied. The roof is to have four (4) coats of colour applied on the top mixed thick with white lead and raw oil last two coats khaki. Samples of colours, lining and writing will be supplied.

The inside of the roof is to be painted white five (5) coats of colour are to be applied, the last two coats with varnish added. The inside of the dasher plates is to be painted and grained to imitate blackwood and two coats of varnish are to be applied over the graining. All other parts of the inside of the car including doors seats seat framing and end hand rails are to be varnished and finished in the natural woods. Five coats of best hard drying carriage varnish are to be applied the first second and third coats are to be well rubbed in with the stone to thoroughly fill the pores of the wood and it must be well flattened off between each coat and twenty-four (24) hours must be allowed to harden between the application of each coat. The beads on the ventilator roof sticks are to be cut in dark blue. William Dockers or Harlands Varnish is to be used.

SPER NEWS

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

PO Box 103 Sutherland NSW 1499

Editor: Michael Giddey

Hobart 20 leaves Tasmania – 2001 and 249 in Canberra

Hobart No. 20

On 6 August 2001, former Hobart double deck car 20 was removed from its home of the last 40 years at Richmond, Tasmania for transfer to Bendigo where in due course it is planned to restore the car to operating order. The tram was acquired by the Museum about seven years ago.

During the intervening period, Barry Baxter, who owns the property where the car was located, manufactured a set of upper deck seats, the staircases, a bow collector, upper deck posts, castings and safety railings. We are grateful for his excellent workmanship on these components.

The car was obtained with the full knowledge and support of the Tasmanian Transport Museum Society who possess car 46. Subsequently, Hobart Alderman Darlene Haigh has successfully promoted the scheme for a tourist tramway at Hobart's Sullivan Cove. She was keen to add this car to similar bodies, 17 (currently being restored in Hobart) and 7, already in the ownership of Hobart City Council, along with the restored body of car 39.

Accordingly, the move attracted some lobbying and opposition, although it received balanced TV, radio and newspaper coverage on the day.

R car 1749

The body of this car was transferred from the workshop to the Michael family home at Balmoral village in the Southern Highlands on 26 July 2001. The car had been in the workshop since its move from the City council depot at Wentworth Park on 21 April 2001.

The car was provided as a direct exchange for car 2001 which has since been restored to operating order in Bendigo.

The transformation of 1749 by our workshop team in just over three months was quite remarkable. The body of the car was fully restored internally and externally, all except one of the centre doors was panelled over to meet its future use and the tailored corrugated roof from 2001 was returned from Bendigo for refitting to 1749. Internal power and lighting circuits were fitted. The three-compartment configuration is better suited to guest style usage than the open body plan of 2001. On the other hand, 2001, unlike 1749, retained much of its underfloor brake equipment, which hastened its restoration to operational condition.

We are grateful to Paul and Tanya Michael for their support of the museum and for providing an excellent barbecue on the day the car was delivered to them.

R1 car 2001 and W2 car 249

Both of these cars were ceremonially returned to service in Bendigo on 11 September 2001. They were transferred to Canberra on 13 September 2001 for

display outside the Australian War Memorial until Sunday, 23 September as part of the promotion of the proposed Canberra Federation Line.

Thanks are due in particular to Richard Clarke and his son Tim for transporting the 'blue box' inverter to Canberra and setting up rail panels to enable 2001 to be used for demonstration runs on the 50 metre section of track. 249 was placed on a separate track panel as a static display.

Thanks are due to John McFadden for spending most of the period in Canberra, along with assistance from David Bennetts and Peter Kahn during this time. Chairman of the Federation Line Committee, Ray Edmondson and his family, along with other locals and other STM members, assisted as well.

Car 2001 arrived in Bendigo from Balmoral village as a body shell on 19 April 2001, was restored to operational condition and painted in the Royal Australian Air Force recruiting colours used on Sydney R1 1974 and Melbourne W6 923 in 1952.

Car 249 arrived in Bendigo in March 2001 from Clarendon. Although fully operational, it had suffered from almost 15 years in the open and needed major body restoration work in Bendigo. It is painted in the colours used on Canberra buses in the 1920s and 1930s.

The effort and outstanding workmanship of the team at Bendigo tramways must be acknowledged. At least 12 of their staff worked right through the night on 10/11 September to ensure the cars were ready on time. A full report on their restoration is being prepared for *Trolley Wire*.

Further notes on the launch in Canberra are included on page 4 under the heading 'The Canberra launch'.

Milano 1692

This car was acquired more than four years ago along with operating car 1815. Both cars were moved from ATM Milano depots to an engineering works, Nuovo Ralfo, some 100km away where works were carried out on 1692 in preparation for its conversion to a double-ended car. Despite being a 'scrap car', 1692 was found to be in better condition than 1815, so in the event various components were removed from 1815 which will now be scrapped.

Car 1692 arrived in Melbourne on board PONL *Salerno* on 9 October 2001. It arrived in Bendigo on 23 October for fitting out in time to participate in Melbourne's Moomba parade in 2002.

Brisbane 180

Chris Olsen commenced rewiring the light circuits while the car was still in 4 Road. After its transfer to workshop Road 9 on 14 September, our workshop team resealed the roof, filled and sanded the bodywork and applied undercoats and final coats of paint. The present

colour scheme will be retained.

We need 24 sponsors at \$80 each to enable us to purchase replacement blinds for the window cavities. All donations over \$2 are tax deductible and will be gratefully received. Similarly, Sydney P car 1497 needs \$1800 to purchase five sets of replacement canvas doors.

O car 957

It has been decided that 957 will follow 180 into the workshop for completion of body restoration work and painting to enable it to be displayed in our enlarged display hall next year.

Material costs associated with this phase of the work will be in the region of \$6,000 and any assistance in the form of donations will be gratefully received. A later and more expensive phase will be the restoration of the car to operating condition pending the availability of a sponsor / donor.

O breakdown 141s

Car 141s went into the workshops on 6 August for roof resealing and a repaint. It was moved from Road 10 to Road 9 on 24 August and was outshopped on 29 August.

C car 29

This car was in the workshops until 14 September to have ply paneling fitted under its seats, battery operated communication buzzers installed and some minor adjustments made. It now resides in 2 Road and is certified for traffic operations.

Berlin 3008

The replacement of steel panelling on this car by Joe Kirchberger is continuing. Our 'Dad's Army' workshop team has cleaned and painted the roof and are filling, sanding and priming the bodywork.

It was relocated from Road 9 to Road 10 on 24 August and was turned end for end by using the Cross Street curve. This was to allow the other end of the car to be close to the workshop welding area.

It is anticipated that the car will re-emerge from the workshop during November in its original German public transport cream with black band edged with silver trim and carrying its original 1969 number, 5133.

Sutherland extension

Due to efforts by Dale Budd, 70 tons of rail was purchased from Goulburn City Council following the closure of the local steam pumping station museum whose other assets were subsequently auctioned. The rail, including lifting and delivery, cost approximately \$13,000.

The track had been lifted by the Council and was loaded onto four semi trailers. The rail was unloaded and stacked at our northern terminus. The first truckload was unloaded by hand on 3 September by your Editor, the truck driver and a CSO 'volunteer'.

A crane was hired on 5 September to unload the second truck and again on 8 September for the last two loads. Unloading was made particularly difficult as the rails had been dumped onto the trucks in a heap with few separating timbers and had become locked together.

The rail consists of 80lb, 71lb and 60lb sections, with

a few lengths of 45lb and 30lb rail. A quantity of fishplates was also included. This purchase should satisfy our rail requirements for the completion of our track into Sutherland. All we need is the funding to see it used!

Tree down

Gale-force winds over 17 and 18 August caused wide-spread damage around Sydney. One casualty was a large tree in the grounds of the Army Depot, which fell over the fence and brought down our tramway overhead wire. Three bracket arms were severely bent and one insulator was broken.

The intentional slack in our contact wire took up much of the strain and the wire did not break although five bracket arms were pulled out of alignment and a number of poles were moved out of vertical.

A railway worker called into the museum to advise us of the problem and also assisted our work team with our tree clearance problem.

Trams only ran to the Army level crossing during our Sunday traffic operations until replacement bracket arms could be erected and the overhead readjusted.

Motor vehicles

Our 1948 Bedford tower wagon once again took part in the Council of Motor Clubs open day at Eastern Creek on August 2001. The truck was cleaned and polished to sparkling condition by Chris Olsen, who was accompanied by Mal McAulay on the day.

Jason, a CSO panel beater is doing a great job repairing panels and cutting out rust from our Bedford bucket truck. Jason has now completed his community service hours but is continuing to turn up on Saturdays to work on the truck, saying "you do not want to look at an incomplete job, so I will finish it and you can concentrate on the trams." This work is still in progress. Thanks, Jason.

Workshop travelling cranes

The two ex-Chullora travelling cranes were returned to their original manufacturer, Demag, on 26 July for lengthening of their beams by about 4500mm to suit the width of our workshop. It was originally thought that substantial strengthening of the beams would also be necessary to maintain their rated capacity of five and a half tonnes. When Demag's engineers checked the original design, it was discovered that the State Rail Authority had specified a maximum deflection in the beams of only 1mm per 1000mm instead of the industry standard of 1mm per 500mm. As the beams were originally over designed, only two extra heavy steel angles had to be welded to the tops of the beams for the necessary strengthening.

Demag announced that the cranes would be returned on 5 September 2001. This initiated a mild panic to try to have the rails mounted on the beams in the building by that date so that the cranes could be lifted straight up and into place on arrival. When it became clear that this deadline could not be met, Demag was asked to delay the return of the cranes.

Eight 30-foot lengths of straight 71lb rail were selected, placed on stands outside for descaling, wire brushing and priming. One by one they were taken into the workshop to have seven extra 1in diameter holes

drilled in them on the large radial drill to accept the special holding down bolts that were supplied by Demag free of charge. These bolts were wire brushed to clean their threads and were primed ready for use.

On 30 September a mobile crane was hired to lift the rails into place on the beams provided for that purpose when the building was originally built back in 1988. Special clamps were made so that a length of piano wire could be stretched the length of the building. This enabled the rails to be clamped in place and accurately aligned to fairly tight tolerances.

Workshop extension

The storage containers were repositioned with a crane on 30 September to allow for the excavation of the footings in the near future.

Eight lengths of 60lb rail were selected and descaled to allow four pre-fabricated track panels to be assembled for the realigned 4 Road track. One of the panels included a right-angled crossing for Road 11 (the bogie access road) at the side door of the workshop. A track drain of the Sydney pattern was also included. The old 4 Road track could not be lifted until after the visit by the party from England on 14 September as C class 29, F class 393 and Munich 2656 were to be brought out of the display hall for them. The opportunity was taken to place C class 29 on 2 Road, C class 290 onto 7 Road and to move Brisbane 180 from Road 4 in the display hall to Road 9 in the workshop.

The next day, Saturday 15 September, the old 4 Road track was lifted and Alex Cannini's backhoe excavated the roadbed for the new track. Trenches were also dug under 4 Road for a storm water pipe and for extension of the water main to new fire hydrant that will be located at the corner of Cross Street and Tramway Avenue. These pipes, although not required in the short term, are to be laid now to avoid future excavation under 4 Road.

The four track panels were lifted into place, levelled and aligned. Excess fill was dumped and spread near the highway level crossing serving both to dispose of this material and to improve drainage in this area. The right-angled crossing outside the side door of the workshop was concreted on 20 September in conjunction with the pouring of the floor slab for the new toilets adjoining the south wall of the workshop. Further work on this major project is still in progress. A donor to sponsor the purchase of the required steelwork would be very welcome.

New toilet block

Bob Cowing set up the formwork for the slab for this building. On 27 August a plumber laid the sewer pipes and a CSO worker back-filled and levelled for the slab, placed the plastic membrane and reinforcing steel. Concrete was poured on 20 September and the brickwork commenced a week later. It is progressing well.

YMCA façade

Sutherland Shire Council granted Development Consent on 13 September and advanced planning is now in progress to get this project started. It is expected a contract for the supporting structure behind the façade will be signed shortly.

Electrical

Geoff and Chris Olsen have relocated most of the workshop lights to clear the way for the installation of the travelling cranes. They have also relocated some lights in the display hall and run conduits for the new toilets and barbecues. Additional shelving has been erected to improve the storage of wire and cables in the top shed.

A large Mig welder, donated by Richard Clarke, has been dismantled for inspection and any necessary repairs prior to placing it in use.

Pallet racking

Work on the replacement of the pallet racking and corrugated iron wall separating the display hall from the running shed and the sorting of stores has continued spasmodically. This work tends to be interrupted by more pressing tasks.

Replica waiting shed

Work on the reconstruction of the replica waiting shed from the Powerhouse Museum at the rear of 4/5 road has continued slowly and most of the framing and weather boards are now complete.

Electric barbecues

Two electric barbecues have been purchased for use by our visitors and tour groups. A concrete slab has been poured south of the Railway Square waiting shed, using the first load of free concrete received for many months, with the excess going into 4 Road. Brickwork has since been erected for this installation.

Bogie and motor work

Work on re-bushing the brake rigging and reassembly is continuing on the spare Brisbane dropcentre bogie.

The first of P car 1497's four traction motors has been dismantled for cleaning and revarnishing.

Visitors to Loftus

On Father's Day, 2 September 2001, the museum was host to more than 250 visitors who arrived by steam train operated by 3801 Limited for the Powerhouse Museum for a barbecue lunch and general visit. By all accounts the visit was a great success with thanks due to Bob Cowing and Danny Adamopoulos for organising the barbecue and to all our traffic staff who participated on the day.

Crich visit

At midday on 14 September, a party of 35 visitors, most being members of the National Tramway Museum, Crich, Derbyshire, arrived by train at Loftus. The visitors were welcomed and taken on a quick trip to the northern terminus then to the Royal National Park. This was followed by a barbecue lunch, inspections of the museum area and the opportunity to photograph and ride on a wide variety of our trams including 1111 and 141s running in multiple.

At 6:30pm, the group boarded vintage double deck bus 1792 for transport to the Sutherland District Tradesman's Club (the Tradies) at Gympie for the museum's annual dinner, which was changed to co-ordinate with their visit.

More than 70 members and guests enjoyed the

opportunity to communicate over matters of mutual interest and enjoy a presentation by guest speaker, Geoffrey Claydon, a Vice-President of the National Tramway Museum and well known to many of our members. Geoffrey recalled his first visit to Loftus back in 1969 and gave an entertaining account of his first day in Australia when he and Winston Bond arrived in Brisbane.

David Rawlings announced that Sutherland Shire Council had just granted development consent for the re-erection of the YMCA building facade. He went on to note that Crich and the Sydney Tramway Museum were the only tramway museums in the world that were making a serious effort to re-create street scenes so that their trams could be presented to the public as what they were; street vehicles. Thanks are due to David Critchley and Col Gilbertson for co-ordinating the events of the day.

Personal

Our Member No. 3 and long standing Membership Secretary, Ben Parle, was struck by a car near his home on the morning of Friday, 17 August.

Ben was rushed to Royal North Shore Hospital with very severe injuries and in a coma.

We are able to advise that Ben is out of intensive care but sadly has not come out of his coma. Unfortunately, the prognosis is not good. Our thoughts and best wishes are extended to his wife Megan and his family.

Ben's membership and other work is being looked after by Don Campbell (timekeeping and traffic statistics) and John McFadden (operations recording and banking). Our Secretary, Bob Merchant is managing to maintain the membership records until a new membership secretary can be found.

Ben wrote his own membership recording, timekeeping and statistics program in an early version of Basic, and it was written specifically to use his ancient daisy-wheel printer. Don and Bob have developed great admiration and respect for the program Ben compiled and would like to continue using it. However, they are unable to create hard copy output due to the program being printer specific.

If any member has detailed knowledge of early versions of Basic and can adjust the underlying code so that any standard dot matrix or laser printer can be used, please contact the Secretary at the Museum's postal address.

Shareholders renewal forms will not contain the usual details of membership this year as program conversion is still not complete. Please bear with us as we come to grips with the difficulties of extracting information from the membership recording system.

The Canberra launch

The ACT Chief Minister, Gary Humphries, launched the display of cars 2001 and 249 in Canberra to promote the Federation Line on 13 September. Among those attending the launch were the opposition spokesman on Urban Services, Wayne Berry MLA; independent Assembly Member Mr Dave Rugendyke MLA, and the Director of the Australian War Memorial, Major General Steve Gower. Also attending were Mr John Mackay, Chief Executive of ActewAGL, and Mr Gary Kent, Chief of Staff to the Commonwealth Minister for

Industry, Science and Resources. Ms Annette Ellis, Federal MP for the seat of Canberra, particularly asked that her apologies be recorded.

Others who attended the display during the following ten days included the President of the Senate, Margaret Reid; member for Bendigo, Steve Gibbons MP; ACT Education Minister Bill Stefaniak; ACT Legislative Assembly Speaker Greg Cornwell; and the Director, Development Approval, of the National Capital Authority David Wright.

Over the eleven days of the display, some 3,600 people visited the trams. The response was overwhelmingly positive, evidenced by comments recorded in a visitors' book.

Media reporting included a large photograph in the Canberra Times of one of the trams being unloaded; and coverage on WIN television of the launch of the display by the ACT Chief Minister.

All technical aspects of the operation worked satisfactorily and without incident.

Also of interest is that the operation at the Australian War Memorial required negotiations and input to four different governments:

- Commonwealth Government as the owner of the Australian War Memorial.
- Australian Capital Territory Government, WorkCover, as the occupational health and safety regulator in the Federal Capital.
- Victoria Government, Department of infrastructure, the regulator for Bendigo Tramways, the two tramcars were accredited in Victoria.
- New South Wales Government, Department of Transport, the regulator for Sydney Tramway Museum, the track and operation was performed under NSW accreditation.

The AWM negotiated with Commonwealth, Bendigo Tramways Manager Tim Borchers with Victoria and Sydney Tramway Museum Chief Engineer Richard Clarke with NSW and ACT. Using the principle of mutual recognition, each government accepted the accreditation in the home state, so that additional accreditation was not necessary.

The trams are now stored at TotalCare at Fyshwick. The trams were unloaded outside the building and conveyed into the building on temporary track, the panels being moved from behind and relaid in front. They were towed on the temporary track by forklift truck with John McFadden in the cab as brakeman. The cars are stored about 75m inside the building.

Members and Friends Family Day

This year's Members' Day will be held on Saturday, 15 December commencing at 2:00pm. The barbecue will be set up for your BYO picnic and there will be plenty of opportunities to experience rides on a number of trams in our collection. The kiosk will be open for the sale of drinks and ice creams, and the bookshop will also be open for any last minute Christmas shopping.

We are trying to arrange a special visit by Santa during the afternoon with gifts for the children. Please call either Peter Kahn (9665-3820) or David Critchley (9545-4406) if you are bringing any children under 10 years of age. (Santa's visit will be subject to demand...he is a busy fellow at this time of year.)