

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

Sydney Vintage Tramway Festival – 20 February 2005 40th Anniversary of Electric Tram Operation at Loftus – 12 March

Conductor Training

The next training session for CONDUCTOR will be held at the Museum on Saturday 26 February 2005, commencing at 9:30am.

Any members or Friends who wish to undertake conductor training should first contact Hayden Holmes, telephone (02) 4465 2198 or mobile 0416 069 161. At least 10 days notice is required.

Saturday 12 March – Members and Friends Historic Photographs and Barbecue

Through the continuing efforts of the Museum's Members and Friends, electric trams have been operating at Loftus since 13 March 1965. In that time and despite threats from bushfires, torrential rain and flooding, beaurocracy, hailstorms and even a complete move from one site to another, we have never missed a Sunday of operation, surely an amazing achievement for a group of volunteers.

To celebrate this major milestone for the Museum, we are calling on EVERY available Member and Friend to gather for a Group Photograph at the Museum from 1:00pm, Saturday 12 March. This will be a once in a lifetime chance to be part of the Museum's history. We want as many Members and Friends as we can to be there for this historic photograph. Other photographs will include a '40 years on...' photo of the crews and members who were at Loftus on the 13 March 1965, a current Traffic Crew photo (please be in uniform) and a 'young (younger!) members' photo for those born after 13 March 1965.

The celebrations will continue with tram and vintage bus rides during the afternoon and finish with a BYO barbecue in the evening. Please mark this day in your diaries now and be a part of this historic event. Please call David Critchley if you have any enquiries or suggestions on (Home) (02) 9545 4406.

Society Management Positions

The following management positions were missed from the list in the November *SPER News*:

- Communications Officer – Adam Greaves.
- Membership Secretary – Bob Merchant has offered to retain this position in which he has been acting since Ben Parle's passing in 2002.

New Locks

New locks are being fitted to the doors in our workshop building, display hall and gates on and from 20 February 2005. If you have an entry key to these buildings or entry gates, please see Bob Cowing or David Rawlings for issue of a new key.

In due course, all locks will be changed to the new lock system.

Age Change

The Board has approved the reduction in age for conductor training to 16 years and for driver training to 18 years of age.

Old Site Shed

There have been no further developments concerning potential access and use by the Museum of space within the building, pending an engineering report called for by the National Parks & Wildlife Service on the condition of the roof and repairs required.

J Car 675

After a clean up and removal of cladding protecting this car during October and November 2004, Howard Clark and Greg Sutherland, along with David Wilson, Vic Solomons, Tom Tramby and Alex Foot, removed the contents stored inside the car to be sorted and stacked elsewhere to enable the car to be prepared for the move to Bendigo. It left Loftus on with Mario Mencigar of Australian Train Movers on 14 January and arrived with a load of parts on 17 January, ready for the first stages in its restoration in accordance with the requirements of funding under the NSW 2004 / 2006 Heritage Initiative Programme.

HPOTS – Cessnock

The trams stored in the open at Cessnock continue to deteriorate due to the elements. During late November Howard Clark and Ben Barnes visited the Hunter Plant Operators Training School (HPOTS) to carry out weed and undergrowth removal to assist in reducing bush fire hazards. They were ably assisted for more than an hour by their groundsman to whom we extend our thanks. Whilst there, opportunity was taken to investigate and collect any parts which may be suitable in the restoration of J car 675. To their surprise they found the remains of a bulkhead (missing one panel to create a doorway) and other remnant seat back timber sufficient for use as a template which had previously been removed from N car 718. They also collected a headlight casting and advertising rack holding brackets from O car 824, although the latter were found to be of the wrong type and were fortunately replaced by correct ones collected by David Wilson and Howard Clark from N car 715 at Moss Vale.

We have been requested by HPOTS to prepare a plan for rationalisation of the twelve cars stored there and our future longer term plans. It remains extremely unlikely that the bodies of L/P 298 (stripped whilst at Maitland)

and O 824 could be successfully moved from the site due to extremely poor condition. They more likely will need to be broken up for useful spare parts. In addition, W5 car 792 has received major damage to one driver's cabin from an unknown truck reversing into it. Ben and Howard removed the damaged apron and placed it in the tram.

VR Tram Bogies

The Brill 5ft 3in gauge bogies upon which J 675 sat since its arrival at Loftus in 1996 were placed upon rails spaced to that gauge on Mario's trailer. Recently Bendigo Tramways were contracted by VicTrack to remove the Brill 21E truck belonging to Victorian Railways toastrack 20 (a J car equivalent previously owned by Bob Prentice) stored at Newport. Interest in our trucks was expressed by VicTrack as they are the only original 5ft 3in gauge tram bogies in existence, and in view of assistance provided to the Museum in recent times with the provision other donor equipment, the opportunity was taken to place them under J 675 for the trip as far as Bendigo. In due course an agreement with VicTrack will be worked out for these trucks.

O car 957

With some prompting by Peter Kahn and Bruce Worthington in particular, opportunity was taken to load the spare O car bogie on Mario's trailer with J 675 for the trip to Bendigo where it is intended that the bogie will be stripped down and overhauled as a further step towards the eventual restoration of O car 957. Bill Parkinson and Bob McKeever are working on a solution to the problem with the other bogie as we only have one additional GE247D motor for fitting to a 33in wheel and axle set and they are looking at steps required to adapt a GE247A motor for the purpose. Bill is also working on restoring the multiple unit controller for the car.

Other Tram News

R1 class 1971 entered the workshops on 7 August when sister car 1979 was outshopped after air horns were fitted by Terry Thomas, Bob Cowing and our work experience lad, Arron Peek. Car 1971 received the same repairs to its brake rigging as was done to 1979 as well as a roof repaint by Vic Solomons. It returned to road 1 on 4 January when Brisbane 295 entered the workshops with a hot pony wheel axlebox. The journal was found to have been scored so the overhauled spare bogie was extracted from the back of the display hall. The car was lifted on 22 January and the bogies exchanged. Whilst in the workshop the car was fitted with air horns by Terry Thomas and Bob Cowing.

The motor generator set from Nagasaki 1054 has been repaired and is awaiting re-installation. Car 1979 had an emergency rewire of its side destination boxes after a short circuit.

Melbourne Z2 car 111 had an electrical fault fixed that had disabled the car for several weeks. It took some finding but it was caused by a speck of grit on a contactor.

Various cars required for use on the October Members' day were checked and serviced the week prior to the event.

Bob Cowing continues working on 42U mainly on weekdays. The completed bogie has been placed back under the south end of the underframe, the new main cross member at the other end is in place and currently

new steel is being welded into the channel iron diagonal cross braces which were badly corroded. Bill Parkinson dismantled the third traction motor for 42U and found that it must have been a replacement at some time as the holes for the motor leads were on the opposite side of that motor to the other three. Longer motor leads had been fitted to compensate. However building wire had been used, which was not a good choice. The motor casing was then drilled for leads on the correct side, the old holes were plugged off and new flexible leads and pole connections were installed. Work has yet to start on the fourth motor.

The traction motor that was removed from 99U several months ago had new armature bearings fitted. However the bore was found to be a bit too tight and it has been dismantled so the bearings can be bored out slightly more to provide proper clearance with the shaft and to allow room for oil circulation.

Yard Works

In the depot yard a redundant wooden pole was removed after the span wire it supported was transferred to the workshop extension. The point rod pits for the 1 and 3 road point levers have had steel cover plates provided for pedestrian safety. Bill Jolly, Chris Olson and Bob Cowing welded the yard point-rod cover plates which are now in place.

A retaining wall is being constructed by Tom Tramby, Danny Adamopoulos, Andy McDonald and Bob Cowing along the clay bank at the side of the bogie storage track (which is level) and the adjoining yard track which climbs a steep grade to road 12 in the top shed. The wall was started at the bottom of the grade and is being poured in about 2.4 metre sections with the formwork being relocated uphill after each pour. The first panel was poured on 9 December 2004 and the fifth on 22 January 2005. The '4 foot' (the space between the rails) of road 12 and the strip between the road 12 track and the new wall is also being progressively concreted uphill towards the top shed to provide access for the concrete trucks.

Two ex-Melbourne cast point blade units have been cut into the lead to road 14 to provide the left hand turnout to road 13. Rails have been bent and cut to provide the connections to road 13. Check rails are being fitted and a connecting box from the Bendigo Tramways is being provided to connect the two blade units. It includes a socket for a Melbourne style point bar.

Old rails and lengths of heavy angle iron are used as steel sleepers in this work. The angle iron is obtained by cutting up riveted steel trusses that we obtained from a demolished railway building at Erskineville some years ago that made way for the Eastern Suburbs Railway. This work is being carried out by Mike Giddey and Tom Tramby.

Wednesday Group

As well as the car work mentioned above, our Wednesday work group of Bill Jolly, Terry Thomas, Vic Solomons and Arron Peek have been oiling and carrying out minor repairs to trams in the running shed.

Placing concrete is still very much on the agenda on Wednesdays and this has been carried out as required by Terry Thomas, Warren Howlett, Vic Solomons and Arron Peek. Arron left us at the end of the school year and we wish him well.

General Works

The builders' container and the remaining part of the old demountable toilet block have been removed from the street and the brick stacks move to the ground floor of the YMCA building ('Head Office').

The temporary wooden side arm bracket on a steel pole opposite the YMCA façade was removed on 23 October 2004 and the trolley wire was restored to its proper location over the western track in time for our open day the following week. The new span wire erected at the time is tied off at one end to a rosette set into the sandstone wall of the façade. The builders' container and the remaining transportable toilet block have been removed from the site and stacks of bricks for the south and west wall of the building have been placed on pallets and moved into the ground floor of the building. This allowed the temporary fencing to be relocated close to the building, taking up less of the street.

The CSO bricklayers have not been on site for some time until one made an appearance on 22 January 2005. Progress on bricklaying has therefore been slow and arrangements have been made for them to work on Sundays. Bob Cowing and our Tuesday night crew have fitted two of the 150mm PVC downpipes to the box gutter at the back of the YMCA structure and connected them to the stormwater system. This had to be done prior to bricking up the walls between the new construction and the display hall.

In the workshop extension the first floor panel was poured in the north-eastern corner on 18 December and the former North and Western Buslines air compressor bolted to the floor in that corner.

A CSO welder has made angle iron frames for a drainage pit in the extension and for a pit inside the back gate to allow further concreting in those areas.

Steelworks Flatcar

As previously reported, we planned to exchange the bogies between the first flatcar we received from the Port Kembla Steelworks with those from the second one with the wider body which is more suitable for our purposes. The exchange was because we had previously regauged the bogies and reprofiled the wheels of the first flatcar. It sounded like a simple job, but no such luck! The narrow bodied car had male centre castings on the body and female ones on the bogies while the wider flatcar had exactly the opposite. Let's swap just the wheelsets someone said. Great idea, except that one had square axles while the other had round ones and even the wheel diameters were different. Damn!

The solution was to saw up a bus axle to weld extensions onto the kingpins of the narrow flatcar so the bogies of the wide car could be fitted. Two steel discs about 230 x 50mm were machined by Bob McKeever to make adaptors to mate the other bogies with the wide flatcar body. The narrow bodied car was dispatched to the NSW Rail Transport Museum at Thirlmere during the week ending 29 January.

Future Traffic Meetings

The attendances at the Traffic meetings in 2004 have been very poor. As a consequence it has been decided to produce a Traffic Staff newsletter on a regular basis to keep the staff informed of proceeding. It is also planned to hold a Traffic meeting once a year.

If any member wishes to raise any issues or concerns which they want addressed or wants something to be mentioned in the Traffic Staff newsletter, they can either send an e-mail to: isaxon@bigpond.com or send mail to: Ian Saxon, 87 The Esplanade, Oak Flats 2529.

New Members and Friends

We welcome the following new Friends who have joined our ranks since our March 2004 update:

2530	Paul Nicholson	Mitcham Vic
2531	Sam Malouf	Balgowlah NSW
2532	Robert McLaughlan	Cessnock NSW
2533	Richard Priestly	Loftus NSW
2534	Debra Priestly	Loftus NSW
2535	Alexander Priestly	Loftus NSW
2536	Ian Douglass	Hoasley NSW
2437	Paul Spinella	Kogarah NSW
2538	Jackie Spinella	Kogarah NSW
2539	Belinda Spinella	Kogarah NSW
2540	Santina Spinella	Kogarah NSW
2541	Ian Scandrett	Birchgrove NSW
2542	John Matthews	Chicago USA
2543	Colin Munns	Mudgee NSW
2544	William Connop	Henty NSW
2545	Avery Carter	East Corrimal NSW
2546	Samuel McGuinness	Beverly Hills NSW
2547	William Westbrook	Lewisham NSW
2548	Steven Westbrook	Lewisham NSW
2549	Mary Westbrook	Lewisham NSW
2550	Michael Wilkinson	Leamington Spa UK

We also welcome a new shareholder:

664	Robert Pearce	Willeton WA
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Bob is well known to many members through attendance at the COTMA Conferences. Bob is also a member of the Perth Electric Tramway Society and is editor of their newsletter *Carbarn*.

Visit Souvenir

Our new all colour publication is selling well. It has an on-site price of \$8.50 but can be purchased by our visitors for \$7.00 on production of their entry ticket. Members and Friends on site can also purchase it at this special price. It can be purchased by mail order for \$10 posted.

Peter Duckett, former proprietor of The Model Dockyard in Melbourne and well known to many of our older members, wrote to our Secretary saying,

"There is no doubt this is the finest publication of its type ever to be offered by any of our tramway museum groups! The eye appeal and colour of page after page is truly outstanding and I feel confident you will have a never-ending continuous demand for this publication..."

Special Events – Can you help?

The Museum is planning a number of Special Event Days in 2005 and we're looking for Members and Friends who can play a role in planning and running these Days.

Themes for this year include 'Back to Brisbane' (10 April), 'Trams after Dark' (19 June) and 'Back to the Forties' (9 October). There is also our Annual Dinner in September and next year's 'Sydney Vintage Tramway Festival' too. If you think you can contribute to the organisation of any of these days, please call David Critchley on (Home) (02) 9545 4406.

Museum Events Calendar – 2005

Bob Merchant and David Rawlings maintain the Events Calendar. Please contact Bob at bob.merchant@bigpond.com or David at davidh@comcen.com.au for dates to be listed. Details of meetings and events to be included in the calendar can also be left in the Museum's office or in the Secretary's pigeonhole behind the southern door of the Workshop.

Friday 19 February – Board Meeting

Sunday 20 February – Sydney Vintage Tramway Festival

Co-ordinator: Ian Hanson

This is our annual day to mark (but not commemorate) the last day of Sydney's trams. Vintage bus rides to Engadine and Sutherland. The State Rail Band will be providing musical entertainment during the day.

Saturday 26 February – Conductor Training

Commences 9:30am. Ring Haden Holmes on telephone (02) 4465 2198 or mobile 0416 069 161.

At least 10 days notice is required.

Saturday 5 March and Sunday 6 March – Forest Coach Lines 75 years a family business

Our Leyland Tiger half-cab 1275 will be taking part in the celebration and, with other single deck vintage buses, will be running a free service over Forest Coach Lines routes.

Saturday, 12 March – Members and Friends 40th Anniversary of Electric Tram Operation Barbecue

Co-ordinator: David Critchley

From 1pm. Commemorative group photos of every available Member and Friend plus informal BYO barbecue and tram rides to celebrate the 40th Anniversary of Electric Tram operation at Loftus. The HCVA will also be attending.

Sunday, 13 March – 40th Anniversary of Electric Tram Operation at Loftus

Co-ordinator: *tba*

This day will feature L/P Class tram No. 154, the first electric tram preserved in Australia and the first tram to operate in Museum passenger service in 1965.

Friday 18 March – Board Meeting

Sunday 10 April – Back to Brisbane Day

Co-ordinator: Col Gilbertson?

To mark the 36th anniversary of the closure of the Brisbane Tramway System and develop an awareness of our Brisbane trams.

Friday 8 April – End of NSW School Term 1

Sunday 10 April – National Trust Heritage Festival

Co-ordinator: Peter Kahn

Vintage Bus service between Jannali Station and Heritage Festival at Como Pleasure Grounds.

Friday 15 April – Board Meeting

Saturday 16 April – National Trust Heritage Festival

Coordinator: Peter Kahn

Vintage Bus service linking Loftus, Woronora Cemetery and Sutherland School of Arts.

Tuesday 26 April – Start of NSW school Term 2

Wednesday 18 May – International Museums Day

Co-ordinator: *tba*

Open Day in conjunction with Museums Australia.

Friday 20 May – Board Meeting

Friday 17 June – Board Meeting

Sunday 19 June – Trams after Dark

Co-ordinator: Don Campbell ?

Celebrate the winter solstice with tram rides between 10:00am and 7:00pm. Our brilliantly lit trams will work through dusk and into the early evening. Night photography will feature from dusk, so bring your camera and tripod. Our free electric barbecues will be available for an evening supper.

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Trams after Dark – Sunday 19 June 2005

David Burke honoured with OAM

David Burke, noted railway historian and Friend of the Sydney Tramway Museum, has been honoured by the award of an Order of Australia Medal (OAM) in the Australia Day honours list.

David's award was for service to the community as a historian and author, particularly through the preservation and promotion of the history of rail transport in Australia and exploration in Antarctica.

As a young journalist on the Melbourne *Sun* in the early 1950s, David organised sponsorship by the newspaper of farewell trips on the narrow gauge line, then facing closure, from Upper Ferntree Gully to Belgrave. The success of these trips led to the establishment of the Puffing Billy Preservation Society.

David is the author of many books on railways and of the definitive history of aviation in Antarctica, a continent to which he has travelled many times.

Although best-known for his railway books, David has also always been a tramway enthusiast. He was a member of the Australian Electric Traction Association from its foundation in Melbourne. When the Sydney Tramway Museum began its 'Friends' scheme in 1985, David was the first person to become a Friend.

We extend our warm congratulations to David Burke on the receipt of his award.

Laurie Gordon honoured with Auburn Citizens Award

Auburn Council recognised one of its exemplary residents in the Council's 2005 Australia Day Awards.

Laurie Gordon, who joined the Museum in 19xx, has been honoured with the Australia Day Citizen Award for his service to the community. Laurie is a lifelong resident after his family settled in the Auburn area in 1913 and works tirelessly as a volunteer on community groups and committees to preserve the way of life he holds dear.

An active member of his local community, Laurie regularly campaigns to protect buildings and parklands throughout the Auburn area with a goal to seeing his fellow residents enjoying the many facilities available to them. He also spends a considerable time helping to maintain the native bushland along Duck Creek.

As well as being a long-time member of the Museum, Laurie is a member of the Lidcombe Heritage Group, Friends of Duck River, Auburn Greenspace, and Auburn Historical Society in which he has been involved since it started around 1970.

Congratulations, Laurie, on the receipt of your award.

Changes

John McFadden has taken over the position of Secretary from Bob Merchant. Bob is now Assistant Secretary and will continue to handle the correspondence generated through our web site. Bob has also taken on the Membership Secretary's position in which he has been acting since 2001.

NSW Dept of Lands grant and loan

We received the good news in April from the Hon. Tony Kelly MLC, Minister for Lands of a grant of \$7000 and loan of \$3000 (repayable over five years at five percent p.a.) towards

the replacement of the boundary fence on the highway side of the museum reserve. Our local MP, Paul McLeay, Member for Heathcote, visited the museum on 13 April to confirm the advice. Paul enjoyed a trip on C 29 to our north terminus and back.

New Members

We welcome the following new Friends to our ranks:

2551	John Hopper	Collaroy Plateau NSW
2552	Toni Hopper	Collaroy Plateau NSW
2553	Andrew Hopper	Collaroy Plateau NSW
2554	Timothy Hopper	Collaroy Plateau NSW
2555	William Hopper	Collaroy Plateau NSW
2556	Joanne Pollard	Jannali NSW
2557	Gregory Pollard	Jannali NSW
2558	Peter Bruce	Coburg Vic
2559	Roger Roberts	Sutherland NSW
2560	Rebecca Edwards	West Footscray Vic

Canberra Tradesmens Union Club

Due to major refurbishment works at the Club a number of tram bodies have or shortly will be removed from the club as a part of the upgrade. Only four cars will remain in the club when the works are completed (Sydney C 37, P 1729, R 1806 and Melbourne cable trailer 589). Adelaide D 156 will remain in the adjacent motel. The other cars including those already offsite have been donated to the Sydney Tramway Museum, with the exception of Hobart 120 which has been donated to a private person in Hobart for proposed restoration.

On 29 March a total of 12 unpowered bogies were delivered to Loftus along with two steel overhead poles and fittings (ex William Street, Melbourne). All but two are Melbourne No. 1 bogies. The other two are No. 15 trucks originally acquired by the museum in about 1990 when we purchased W5 car 792. Six of the trucks had been stored on behalf of the museum for some time whilst the remainder were part of the current donation.

Terry Thomas and the workshop crew have removed wheel and axle sets from two of the trucks for despatch shortly to Victoria for fitting of new solid wheels prior to despatch to Christchurch to enable overhaul of trucks under restaurant car 411 to take place. This car is of course still owned by the museum.

The tram bodies involved in the current donation are Brisbane FM 499, Melbourne Q 139 and W2 447, Victorian Railways cars 48 and 49 and Sydney R 1819. Two other cars, Melbourne L 102 and Adelaide H 356 are also included. However, due to logistics of where they are located within the confines of the club, sadly it is not possible for them to be removed intact and they will need to be dismantled *in situ*.

The Museum, if it sees fit, is able to pass on any of the cars donated to any other COTMA museum which may have an interest in them and we have taken steps to notify COTMA of this position.

J car 675

Recent events at Bendigo Tramways, which resulted in the retrenchment of 11 staff during March, have created a major setback to our restoration plans for this car. It was necessary for

us to notify NSW Heritage of the likely delay in the restoration timetable although we remain hopeful that the final milestone for completion of 30 May 2006 can be achieved. Talks in Bendigo in recent weeks have enabled us to negotiate employment on our behalf of fitter Wayne Taylor from early May which will enable which will enable a start to be made on the project.

Bendigo Tramways has also served notice on the museum to remove the other two cars in Bendigo (Hobart 20 and Sydney R1 1951) along with other bogies and equipment by later in the year. This has placed additional stress on us finding alternative storage for these cars,

Old Site

Recently we carried out an inspection of the old site building across the highway with our builder adviser Steve Johnson and an engineer. The objective is to prepare a report for National Parks on works required to rectify structural matters particularly the roof with the view to the building's reuse for passive storage of reserve cars in the museum's collection.

Trackwork and Concreting

The connection to road 13 in the top shed was made from the ex-Melbourne cast point blade units by bending rails, cutting them to fit and welding them in place. This included a new crossing frog. On completion of the running rails check rails were installed, often just in time to keep ahead of the concreting.

A Sydney-style track drain has been built across the area to divert water and silt from the points. As each section of the bogie road retaining wall was poured, the formwork was relocated uphill for the following pour. The ninth and final section was completed on 24 February and the 'four-foot' of road 12 was concreted to the doors of the top shed the same day. The strip between road 12 and the bogie road retaining wall has been progressively concreted as well to provide access for the concrete trucks.

Attention then turned to the other retaining wall between 14 and 15 roads. Formwork has been set up at both ends of this wall and some of this was carried out on 13 April when four loads totalling about five cubic metres were received during the afternoon.

Tom Tramby picked up the point connection box, cross rods and covers from Bendigo and it has now been installed. The bank near the railway boundary has been cut back in preparation for the installation of a throw over point lever for the road 14 points.

Some months ago the western track north of Pitt Street was lifted and two long lengths of welded rail that had been in contact with dirt fill were dragged to near the scissors crossover to be descaled by Graham Russell using the air tools. On 19 March these rails were returned to their location north of the Pitt Street crossing. Two more Melbourne point blade units have been selected and are being cleaned in preparation for the construction of a left hand point for the proposed new trailing crossover north of Pitt Street.

On 4 February contractors tar sealed the unpaved sections of Cross Street and has made a big improvement to this area. The ramp to the eastern side door of the top shed was formed and poured, completing yet another job. The panel of broad gauge track that the J car had been sitting on has been despiked for removal and a much needed cleanup of this area is under way.

Head Office and the workshop extension

The bobcat and our yellow tipper were used to remove a large quantity of dirt from inside the ground floor level of the YMCA building.

A CSO worker has been carrying bricks up the stairs to the first floor however we have not had much luck with the CSO bricklayers and progress on the south end wall and stairway have been slow.

Work has continued on the stormwater connection and a trench is being cut through rock to drain the water-filled elevator pit.

In the workshop extension some filling and compacting has been done in preparation for pouring the middle section of the floor on the eastern side of the track.

Ian Hanson made a week-long trip to Melbourne and returned on 10 April with a car-load of overhead fittings and Z car parts from COTMA.

Overhead

David Rawlings has been up in the top shed fabricating new span wires for the depot yard. Some of these have been erected beside the workshop. This work will improve the height and alignment of the depot yard overhead wiring.

Car News

Brisbane 295 was out shopped on 12 February after being fitted with air horns. It will return to the shops to have its original bogie swapped back once repairs to it are completed.

Ballast motor 99U entered the workshops the same day and the jacks and lifting beam were set up to lift the south (No. 1) end of the car and the bogie was disconnected. The following Saturday the car was lifted, the overhauled No 1 traction motor was reinstalled and the bogie was reconnected. It was previously incorrectly reported that this motor had to be dismantled again to correct the bore of the new bearings. It was actually the end play that was too tight and prevented the motor spinning freely. Bob McKeever made the necessary minor adjustments. The car was tested and it returned to service on 12 March.

Its place was taken by PCC 1014 which has been out of service with a wiring defect. Bill Parkinson has run new wiring to bypass the defect as a stop gap measure. A full rewire will eventually be necessary.

Work continues on 42U in the workshop. The new T-section steel to support the motor hatch covers have been bolted in place, the truss rods have been reinstalled and tensioned and Mark, our CSO boilermaker, has welded new steel into the corroded diagonal bracing members. He then made the curved channel extension for the trolley base support which had been cut off at the back of the cab during the car's conversion to railway use. The overhauled third traction motor has been reinstalled in the bogie for the north end of the car while the fourth and last motor is still being worked on. This motor had been full of water and has been affected by battery acid. Batteries were used for power when the vehicle was working on the overhead in the city underground railway tunnels. Bill has been progressively drying out the armature by sessions in the oven.

Terry Thomas has continued turning new seat legs for J car 675.

Terry has also again taken under his wing our Year 12 transitional work experience lads. Aaron Peek from Endeavour Sports High School at Caringbah is again working one day a week with us each school term and he is joined this year by Richard Tobin from Engadine High School.

Vandals smashed eight windows in the Berlin trailer and two in Z2 111 with railway ballast, possibly using a catapult from the railway station. The trailer is now protected by a tarpaulin and the windows have been replaced in the Z2. Graffiti artists have applied more protective paint to the R bodies and Munich 2666 stored at the Railway Square waiting shed. Ian MacCowan spent a day cleaning the paint from the windows of the Munich car.

Tom Tramby recently collected a donated tramcar air compressor minus its 600 volt motor.

Bus news

A CSO panel-beater has repaired the minor panel damage to the front of trolleybus 19 that happened during a towing operation some time ago.

Chris Olsen, Craig Parkinson and Dennis O'Brien retrieved timing gears and chains from a spare bus engine for use on Leyland half-cab 275. The problems encountered with the timing resulted in a 'no show' for the Forest Coachlines 75th anniversary running for which the bus had been promised.

Craig continues with the removal of the external panelling from Albion 1615 in the top shed. It is revealing some very rusty framing but it is not as bad as originally thought.

Tramway Festival

On Sunday, 20 February our first celebration of the museum's 40th anniversary of electric tramway operations was staged as part of our annual tramway festival and again proved to be an outstanding success. Our special anniversary day caught the eye of the media and proved once again that it pays to advertise! Such an event is considered a milestone for any organisation and was well supported by the media.

Special tram services run during the day included the operation of a coupled set of Sydney O class cars 1111 and 141s (ex 1030) which operated several trips over the National Park line. Sydney P car 1497 and L/P 154 ran in convoy to National Park while Brisbane cars 548 and 295 formed another combination during the day.

Bendigo Birney car 11 and Sydney C car 29 ran several trips on the Sutherland section of the museum's line. Trams from both Sydney and other cities demonstrated the uniqueness of the museum's fleet and in total some ten trams were utilised to provide a varied tram riding experience for our visitors during the day.

In keeping with tradition, a special bus service utilising preserved vehicles was operated throughout the day. Thirty-one-seater AEC 2878 operated services to Sutherland whilst, due to overhanging trees, double-deckers Leyland 2316 and AEC 2352 operated to Engadine.

Members of the New South Wales Railways band enjoyed themselves providing lively and popular entertainment and the band was an interesting interlude between the many tram rides on offer.

Bob Merchant assisted Ian Hanson with the publicity. Ian, who was the coordinator for this event, picked up some valuable tips and liaised with several media outlets to obtain great results.

Special thanks must go to David Critchley for his behind the scenes skills. Hayden Holmes and his traffic staff operated the usual impeccable timetable. Our maintenance team worked overtime to have the trams serviced and need a special than you, in particular, Bill Parkinson, Bill Jolly and Mark Newton. We also thank members of the HCVA and the Parker family for providing the buses.

Marketing the museum's special events has seen an increase in patronage in general terms by nearly 30 percent in the last five years. Our passenger numbers have increased as a result of not only these special events but also providing well organised group visits and extended operating days during school holidays.

40th Anniversary of Electric Tram Operation

Saturday, 12 March marked an important milestone in the history of the Sydney Tramway Museum with celebrations to mark the 40th anniversary of electric tramway operation at Loftus. In 1965, L/P 154 inaugurated electric tram operations at our old site on the edge of the Royal National Park. Through the continuing efforts of the Museum's Members and Friends, electric trams have been operating at Loftus ever since. In that time, and despite threats from bushfires, torrential rain and flooding, beaurocracy, hailstorms, and even a complete move from one site to another, we have never missed a Sunday of operation, surely an amazing achievement for a group of volunteers.

More than 100 Members and Friends, some travelling from as far away as Perth, Melbourne and Canberra, gathered at Loftus to be part of the historic event. In the warm afternoon sun, Master of Ceremonies, Colin Gilbertson, welcomed visitors and took us for a journey 'down memory lane' highlighting significant events for the Museum in the past fifty five years. Colin also highlighted some of the changes that had occurred since 1965. For example, a number of current Museum exhibits, including Brisbane 295 and 548 were still in passenger service in their home city in 1965, while trams such as Berlin 5133 had

not been built and Melbourne Z2 111 was not even a twinkle in its designer's eye!

Following the welcome, a number of group photos were taken capturing many of the people that have contributed to the success of the Museum over the years. Photos were taken of the members present with membership numbers 1 to 10 then through to 50, the crews of the first two journeys, members who were at Loftus on 13 March 1965, members who were born after that date, our traffic staff, and many others. A small selection of these will be appearing in the May issue of *Trolley Wire*.

At 2:37pm, the same time as the first official run in 1965, L/P 154, crowded with many Members and Friends departed on the official 40th anniversary trip. The original 1965 crew of Driver John Moffitt and Conductors Peter Kahn and Ric Francis repeated their 1965 roles. The tram travelled initially to Sutherland, stopping briefly 500 metres from its starting point to represent the entire length of the first journey.

On the return journey it continued to the Royal National Park. L/P 154 stopped for photos adjacent to our old museum site and just metres from the start point of its 1965 journey. The overflow of passengers on these trips was accommodated in Melbourne Z2 111, representing the latest and most modern tram in the Museum's collection. It was built 14 years after the Museum opened.

The afternoon concluded with tram rides on the trams that were used on the first day of electric operation, R 1740, O 1111 and L/P 154. Unfortunately, K 1296, which operated the first scheduled electric tram service in 1965, remained in the Display Hall due to electrical problems.

Those Members and Friends staying for the evening barbecue were treated to a brilliant orange sunset. Thus the first forty years of electric tram operation at Loftus has passed and the Museum is looks towards the consolidating its successes in the next forty years.

Vale Graham Beller

It is with regret we advise that Graeme Beller was diagnosed with liver cancer in September 2004 and passed away on 29 January 2005 at Calvary Hospital, Kogarah.

Graeme's wish was to have one last ride on a Sydney tram and have his funeral service at the museum. On 3 February a large crowd assembled in the museum's Sutherland-Lakewood Picnic Area for the service, conducted by the Cronulla branch of the Salvation Army, of which Graeme was an active member. Graeme's casket was carried on O class car 1111 with family and friends and was accompanied by P class car 1497 carrying other mourners to the northern terminus and return.

Our deepest sympathy is extended to Graeme's wife Vicky and daughters Laura and Madeline.

Forty Years Ago

At 2:37pm on Saturday 13 March 1965, after an absence of a little over four years, trams returned to public service in Sydney. It was at that moment that the Hon. P.D. Hills MLA, Deputy Premier of NSW and Minister for Highways and Local Government, drove museum car L/P 154 through a ribbon stretched across the terminal track in the depot yard. This event, witnessed by almost 1400 visitors, marked the opening of passenger operation with electric trams at our museum and the conclusion of the first major stage of our museum's development.

After a round of congratulations the official party boarded the car and were driven along the tramway under the care of Driver John Moffitt and Conductors Peter Kahn and Ric Francis. With the return of the official car to the depot yard, K 1296 departed from the depot yard at 2:50pm on the first passenger journey with Driver Colin Rhodes and Conductors Colin Bartlett and Victor Solomons, and a load of almost 90 passengers (on a 50 seat car!).

Between 2:50pm and 5:30pm two trams were continuously in service along the tramway. Cars 154, 1111, 1296 and 1740 made 24 trips giving free rides to 1344 visitors.

Museum Events Calendar - 2005

Assistant Secretary Bob Merchant is maintaining the Events Calendar. Please contact Bob at bob.merchant@bigpond.com for dates of events to be listed. Details of meetings and events to be included in the calendar can also be left in the Museum's office or in the Secretary's pigeonhole behind the southern door of the Workshop. Members are encouraged to have special works days, traffic meetings, crew training days, etc, listed in the Museum's events calendar.

Friday 13 May – Board Meeting

Wednesday 18 May – International Museums Day

Co-ordinator: *tba*

Open Day in conjunction with Museums Australia.

Weekend 28-29 May – Mt Victoria Great Train Weekend

Co-ordinators: Peter Kahn and Paul McDonald

Many events over the weekend have been organised by the Mt Victoria Village Tourist Development Group.

We will have a trade stand on Sunday 29 May in Mt Victoria Park.

Friday 10 June – Board Meeting

Sunday 19 June – ‘Trams after Dark’

Co-ordinator: *tba*

Celebrate the winter solstice with tram rides between 10:00am and 7:00pm. Bring your camera and tripod to photograph the brilliantly lit trams working through dusk and into the early evening. Our free electric barbecues are available for an evening supper.

Friday 1 July – End of NSW School Term 2

Friday 8 July – Board Meeting

Tuesday 19 July – Start of NSW School Term 3

Friday 12 August – Board Meeting

Weekend 27-28 August – Newcastle Models and Hobby Exhibition

Co-ordinators: Peter Kahn and Paul McDonald

Sales and display stand at the Our Town Model Railway Club's modelling exhibition with a different smaller venue this year. It will be held in the refurbished Honeysuckle Railway Workshops at Civic, which still has its train service, but for how much longer?

Friday 9 September – Board Meeting

Saturday 17 September – 40th Anniversary of Electric Tram Operation Dinner

Co-ordinator: David Critchley, Les Coghill, Ian Hanson

Our Annual Members and Friends Dinner and presentation of Service Awards to long serving active Members and Friends will be held at Sutherland United Services Club.

Friday 23 September – End of NSW School Term 3

Long Weekend 1-3 October – 43rd Sydney Model Railway Exhibition

Co-ordinator: Peter Kahn.

Sales and display stand at Australian Model Railway Association's model railway exhibition at Hurstville. Note new venue this year, Hurstville Aquatic Centre, cnr King Georges and Forest Roads, Penshurst.

Sunday 9 October – Back to the 1940s Day

Co-ordinator: David Critchley, Ben Barnes, Kris Lawry

Relive the end of the Second World War with period tramcars, vintage cars, re-enactments, swing dancing, military vehicles and a brass band.

Monday 10 October – Start of NSW School Term 4

Friday 14 October – Board Meeting

Friday 11 November – Board Meeting

Saturday 3 December – Members and Friends Barbecue

Organiser: David Critchley

Join us for the traditional end of year barbecue and festivities.

Friday 11 November – Board Meeting

Wednesday 21 December – End of NSW School Term 4

AN OPEN LETTER TO OUR MEMBERS AND FRIENDS

From Peter Kahn, Member No. 27

Dear Members and Friends,

GOT SOME SPARE CASH?

I have been a member of the Society for over 45 years and actively involved for most of that time. In my twilight years, I have the earnest desire to see some of our major projects completed, so that I can join everyone and we can shout to the world: YES, WE DID IT!

Some of our fellow members and friends have put in thousands of hours of their spare time or thousands of dollars into what has become a unique and very special attraction not only in Sutherland Shire and Sydney but in New South Wales. Whilst we can be proud of our achievements we still have lots of work to finish. One day, we will have OUR trams terminating in Sutherland Shopping Village, but we still have many projects within the Museum to finish.

How about helping us finish a project or two? Many members and friends may not be aware that we have many projects to complete which can only be attended to when we have some funds available. Our revenue from museum / tramway operations is very quickly eaten up by insurance, maintenance and other operating and ongoing expenses with no surplus available for capital works.

So we're appealing for your help. In the attached special update report are details of some of the prioritised projects for which we would welcome your financial support. These are briefly as follows:

- YMCA building – stage one – ground and first floors
– stage two – two top floors
- Sutherland extension – stage one – to President Avenue
– stage two – to the old steam tram office near Boyle Street
- New storage building – eight cars
- Tramcar restorations
 - J 675
 - O 957
 - Hobart 20
- Restored cars R1 2001 and W2 249 in Canberra.

WE STILL NEED ADDITIONAL STORAGE

Some of us sometimes forget just how many tramcars and tram bodies make up our collection. Aside from the vast collection of complete tramcars and some bodies at Loftus, some of which are stored there in the open and detract from the image we are trying to project, we also have a number stored elsewhere. These include some acquired from the former Newcastle Tramway Museum and the CityTram Association. They were acquired to save them from being scrapped and for possible restoration and use in future heritage tourism activities. Many of these in recent years have suffered badly from vandalism.

If some 20 members and friends could donate \$5,000 each we would go some way to providing for our immediate undercover storage for up to eight cars.

As mentioned above, we will still need additional storage. We need to be able to store them, ideally, in enclosed covered secure storage. Is there anyone who can help with a storage facility, say within 100 kilometres south and / or west of Loftus?

An ideal sized building would be, say, 50m x 30m x 5 m in height, with reasonable all-year, all-weather access for low-loader semitrailers and appropriate mobile cranes. Rental or other costs would obviously be a consideration.

If anyone can help, please contact Howard Clark or Peter Kahn through the Museum.

PLEASE, CAN YOU HELP?



Peter Kahn

1/6/05



Name:..... Membership No:.....

I enclose cheque / money order for the sum of \$.....payable to

SPER Tramway Museum Fund, or

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

Card Number:

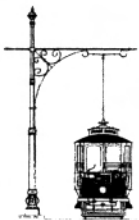
Name shown on card: Expiry Date:/.....

Signature:

Preferred Project:

Office Use only:

Received: Receipt No: Sent:



SYDNEY TRAMWAY MUSEUM

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

1st June 2005

Dear Members and Friends,


Special Update Report Capital Works and Restorations

Inspired by Peter Kahn and his wish to send an open letter to members and friends, I am pleased to provide you with an update on a number of major projects and issues facing the Museum and the funding challenges ahead of us to see them completed.

Details of these projects are set out in the attached newsletter. I commend the projects to you and trust you will respond in any way you can to Peter's appeal letter.

Kind regards,

Howard R. Clark OAM
Chairman



Special Update Report

Capital Works and Restorations – June 2005

YMCA Building – Stage One – Ground and First Floors

These are to be fitted out for visitor entry foyer, souvenir and bookshop area, kiosk / café and extension to the display hall. This project is the subject of an Australian Tourism Development Program grant application, assisted by Sutherland Shire Council, for which matching contributions by the Museum for not less than \$50,000 needs to be raised.

YMCA Building – Stage Two – Top Two Floors

These are planned for archival, library and educational facilities, and the museum's registered office. Funding support for this project will not be sought until stage one is completed.

Sutherland Extension

The extension into Sutherland town centre has been planned for almost 20 years. Recently representatives of your board met with senior council officers and a draft development application has been prepared as a basis for the formal application.

The project covers two stages, the first being from our existing north terminus to a location beyond the railway overbridge and before President Avenue, which can be progressively built working back from the President Avenue end. This project will require funding of several hundred thousand dollars yet to be sourced.

Significant planning work needs to be carried out with council officials during the next twelve months before the project can move into a construction phase.

Stage two, which is being incorporated into the development application, is more complex as it includes street running and car parking issues in the area from President Avenue to the former steam tram office near Boyle Street.

New Storage Building

This is now becoming an urgent issue for a number of reasons. A storage building for up to eight cars is planned for the area near the Princes Highway level crossing. This will first require the tramway water tank to be moved to its proposed final location near the Pitt Street gate.

As Peter Kahn enthuses in his letter, construction could be guaranteed if about 20 members could each contribute about \$5,000. This will protect cars currently in open storage which are subject to vandalism and graffiti and move cars to make way for the Canberra cars mentioned below.

Restored Cars – R1 2001 and W2 249 in Canberra

These cars were restored for use on the proposed Federation Line in Canberra. As funding for this project was not forthcoming from the ACT Government the cars remain in Canberra in covered storage, which will be subject to a storage charge of \$500 per month. It is therefore essential that the cars be moved as soon as possible and as both are beautifully restored it makes sense for them to be relocated to Loftus and put into service in preference to static storage elsewhere. About \$4,000 would be needed for transport.

Old Site Building

We still await an engineer's and builder's report on the repair requirements for the building, which is a prerequisite for the National Parks & Wildlife Service in any negotiations for storage access. Preliminary advice is not encouraging as the repair cost may be prohibitive, given the state of the roof in particular.

Tramcar Restorations

J car 765

This project temporarily stalled when Bendigo Tramways announced in March 2005 that it was cutting back on restoration activities and retrenched several key tradespeople. We have now engaged, via Bendigo Tramways, a fitter, Wayne Taylor, who is working under our direction on the restoration. He is making good progress, concentrating on the end aprons, and driver's compartments. New timber has been ordered for bearers and flooring, new metal cut to size for end aprons, bumpers and weather rails derusted and repaired. He has overhauled the handbrake mechanisms, the brake cylinder and compressor governor. The ex-Brussels truck for the car has already been overhauled.

In Sydney new timber window frames for the number one end driver's cabin and the ten seat bases have been made. The original moulded seat backs (ex N class cars) have been fully restored and varnished. Apart from pledged funds and gifts received of around \$35,000, we still need to raise at least \$35,000 to ensure this project progresses in a timely manner in line with NSW Heritage matching requirements for the \$50,000 grant.

O car 957

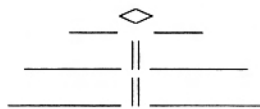
Funds pledged for its restoration are in the order of \$40,000. A further \$30,000 at least is required for the project which it is hoped will commence later in the year once ballast motor 42u vacates the workshop, as its progress is now becoming more apparent.

Hobart car 20

Bendigo Tramways have requested that we remove this car and R1 1951 from Bendigo by later in the year, as they do not wish to carry out further work on them. This placed severe pressure on us to provide more secure alternative storage space. Until the recent events in Bendigo it was planned that a number of smaller restoration jobs be carried out on car 20 in July-August, including repairs to end aprons, fitting of longitudinal seats in the lower saloon, fixing of staircases and minor repairs to two side panels. At least the car is towable and looks good on its Brill 21E truck!

Water Tower

The area beside our top building is being cleared ready for receipt of surplus concrete once the track fan in front of the building is fully concreted. Progress in that area has been steady in recent weeks. The water tower will be placed on the concrete pad adjacent to its proposed location. Footings and steelwork will need to be erected and funding for this work will be required by the end of the year. More details will be given once plans are finalised.



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

Saturday 20 August – Shareholders' Annual General Meeting Saturday 17 September – 40th Anniversary of Electric Tram Operation Dinner

Kahn-o-gram

Members and Friends responded generously to Peter Kahn's open letter requesting financial assistance with a number of projects. Almost \$35,000 was received for a variety of projects or discretionary use. In particular we now have \$22,500 of earmarked funds received from just five Members or Friends, set aside towards an additional storage building for which our target is about \$75,000. A special thank you is due to all of those Members and Friends for their generosity.

J car 675

Since mid May work has been proceeding well in Bendigo with restoration activity on this car now under the keen hand of fitter Wayne Taylor, who has been employed exclusively on our behalf for this project. The first few weeks have seen the rather skeletal body shell further stripped with both end aprons removed, the flooring lifted in the driver's cabins and damaged floor bearers exposed to facilitate repair and or replacement.

Wayne and Deborah Central mine manager John Watts visited timberyards in the Moama / Echuca area near the Murray River to acquire timber for use both in the mine and also to purchase seasoned hardwood to replace or repair the damaged timbers in the driver's compartments. Wayne has repaired the end bumpers and other steel work along with overhauling the brake cylinder, compressor, line breaker and compressor governor. He has had cut new steel for the driver's aprons and has prepared all associated components for re-assembly.

Luke Jenkins, Bendigo Tramways remaining coachbuilder, has fabricated new timber framing for the No. 1 end apron and has been seconded to the project for several weeks in between works on the Bendigo toastrack car, to assist Wayne in reassembly of the driver's ends. He will also be undertaking repair works and replacement of rotted side frame timbers and will rebuild the bulkheads in the car. Surprisingly, the J car rails were inexplicably shorter than the N car even though the side panels and sliding doors are built to an identical profile.

Wayne has also undertaken the thankless task of removing the malthoid from the roof, revealing the original canvas which fortuitously will not require replacement, except for the vented roof section under the trolley bridge. He has also fabricated replacement downpipe roof spouts out of copper to replace the rusted sheet metal ones.

Ross Traeger of Traeger Joinery has completed the new seat bases for the car and the remaining moulded seat back pieces have been restored and revarnished by Howard Clark.

Head Office building

The tourism officer for Sutherland Council, Linda Lacey, provided significant and invaluable assistance to the museum during early June in the preparation and on-line lodgement of a grant application form under the Australian Tourism Development Programme. The grant request is for a total of \$81,000 out of a project budget (including in-kind contributions of \$47,000) of \$240,000. The project is for fit-out and improvements to visitor entry facilities on the ground floor and provide a venue for kiosk facilities, along with special displays on the first floor adjacent to the display hall. The project does not cover stage 2 works for the next two floors.

Competition for such grants is fierce and past history has favoured regional areas, although this year the museum was encouraged to re-apply as the guidelines have been broadened. Supporting references were received from The Hon. Danna Vale MP, Federal Member for Hughes, from Councillor Kevin Schriber, Mayor of Sutherland, from Peter Ryan, Royal area manager, NSW National Parks and Wildlife Service and from several coach operators who bring visitors to the museum from regional areas. The outcome of our application will be known around October 2005. Thanks are particularly due to Linda Lacey for her efforts which involved in excess of eighty hours along with Howard Clark to prepare and submit the application.

Other Grants

During June the museum received a grant of \$7000 and a loan of \$3000 (repayable over five years) from the Department of Lands to assist with replacement of fencing along the boundary adjacent to the highway. Bob Cowing has obtained quotes and we hope to commence these works in the near future.

The museum also signed an agreement with NSW Heritage whereby advance grant funding of \$45,000 (out of \$50,000) and \$4500 GST was made available towards our restoration works on J 675. These monies have since been received and along with member gifts in excess of \$40,000 in recent times should ensure smooth progress towards the projected completion date of 30 May 2006 with this car. This advance is a positive endorsement of our museum, as normally grant funding is made available retrospectively after moneys have been expended.

Sutherland Council

Peter Kahn and Howard Clark made a presentation to the Community Services Committee at its May meeting to update the Committee on recent developments and proposed works. The presentation was well received and Howard Clark, Greg Sutherland and David Rawlings have now been invited to make a more detailed presentation to the Works Committee at its August meeting in relation to our Sutherland extension.

Trackwork and Concreting

During the period from mid April work on the top shed yard progressed rapidly. The retaining wall along the side of road 15 was formed up in panels working from both ends simultaneously with the formwork being relocated after each pour until it met in the middle. The track drain across the yard was completed and the connecting box and tie rods were installed in the ex Melbourne road 13 points. It is operated by inserting a Melbourne point bar into the socket in the middle of the connecting box. A throw-over lever has been installed and connected to the road 14 points. On 30 May, Tom Tramby coupled Berlin 5133 to the Berlin trailer which had been parked over the road 15 points for some time and propelled it up road 14 to the doors of the top shed where it now resides. This move cleared the area and enabled construction of heavy steel frames made from old rails to cover the pits of the roads 14 and 15 points which are both Sydney tramway style. Two sheets of heavy 12mm tread plate have been ordered to cover both point pits which are about 1250 x 2600mm. in size. The order was placed just hours before a 7 percent rise in the price of steel

came into effect.

Four steel poles were selected, cleaned and primed, and in one case lengthened. On 8 June a post hole boring machine was hired to bore the holes and erect the poles. Two poles, located near the roads 14 and 15 points are to replace timber poles. Another is beside the entrance to road 1 and the last is near the shed doors of road 12 in the top yard. The placement of the road 1 pole allowed the concreting on 18 June of the final unpaved area in the main depot yard to complete this major undertaking. As luck would have it, the hole bored for the road 12 pole went straight through the stormwater pipe from the top shed. At least it wasn't the nearby hydrant main! The hole was rebored closer to the shed and our CSO apprentice plumber had a job the following Saturday repairing the stormwater pipe.

In the workshop extension, the middle section of floor on the eastern side of the track was levelled and formwork and reinforcing mesh were placed. On 18 June 4.7 metres of concrete were purchased so this slab could be poured in one piece. The free concrete we receive usually comes in smaller quantities. The original workshop air compressor was located in a lean-to structure on the outside of the workshop. It has now been replaced by the bigger compressor from North and Western Bus Lines and has been temporarily moved to allow the concreting of the next section of floor.

Electrical

The submains that used to supply the 'Green Box' in Tramway Avenue have been extended into the ground floor of our Head Office building. These now supply a new distribution board which will eventually supply the ground floor. At the moment both 240 volt and 415 volt outlets are mounted at this new board and are available for use. The 'Green Box' had to go as its position on the footpath was blocking the southernmost entrance to the building.

Some further improvements were made to the lighting in the Restoration Workshop recently utilising our bucket truck ably operated by Tom Tramby. Geoff Olsen thinks that he has seen more of the museum from above than any other member. The current 'Big Project' is the new distribution board in the Display Hall which will supply both the Display Hall and the top three floors of the Head Office building.

Tramway Avenue Overhead

A new span was installed onto the YMCA façade and the trolley wire was realigned over track 2 to the front gate and beyond. At the same time one support span was re-tensioned to raise the trolley wire working height.

Depot Yard Overhead

Work is well advanced on the upgrading of the depot yard overhead wiring. The plan is to replace all frogs with pantograph compatible Melbourne type frog pans and raise the working height of the trolley wire. This will necessitate replacing all existing round trolley wire with grooved wire. The new work commences from the section insulator at Cross Street and includes existing roads 1, 2, 3 and 4, and the new road to the top shed, road 12. To this end a standard Sydney style section insulator was modified to accept pantographs. It was tested with the Munich car and operated very satisfactorily.

Trolley wire has been installed over road 4 from Cross Street to the roller shutter. This section will assist trams to negotiate road 4 point work more easily and will remain until road 4 is permanently rewired to the main shed through the workshop extension building.

New span wiring has been completed from Cross Street to the main depot building and the existing trolley wire has been attached to the new steel poles in the yard area. The next stage is to replace the existing round trolley wire with grooved wire and install new frog pans. This work is planned for completion by the end of August.

A section of overhead wooden troughing ex-Rozelle Depot has been prepared for the front of road 12 to enable the trolley wire to be extended from the main depot yard to the top shed.

Other Overhead Work

A broken insulator outside the roller shutter on the western side of the workshop building was replaced as part of the road 4 rewiring and damage caused to the following frog pans was repaired:

- The scissors crossover point frogs, twice, and
- The road 3 yard point frog, twice.

All drivers are requested to go slowly through all frogs as the Society does not possess any replacement pans.

A vyce (from the John Matts collection) and the old small radial arm drilling machine were installed in the top shed. These items will assist overhead wiring work.

Like all museum infrastructure work, progress may appear somewhat slow, but in reality is dependent on resources, both physical and financial.

The overhead work was designed and fabricated by David Rawlings and erected with assistance from Chris Olsen, Bob Cowing, Danny Adamopoulos, Adam Greaves and Tom Tramby. Geoff Olsen assisted with other electrical work.

If any members or friends have an interest in learning or assisting with overhead traction wiring, please contact David via the usual channels.

Car News

Substantial repairs are being carried out on the seating in our tramcars which possess the luxury of upholstered seats. Sydney cars 1971, 1979 and 1740 have all been attended to and each car required some work in re-tightening, cleaning, replacement, etc. In the case of 1740, several seat backs were replaced. Brisbane 548 is next in line for attention. This work is being carried out by Peter Held, Vic Solomons and Ian Hanson.

Bill Parkinson completed the overhaul of the fourth and last motor for ballast motor 42u (or, according to its record card in our archives, 42s. It may never have carried the class letter 'u'.). Our weekday workshop crew re-installed the motor in the second bogie and placed the bogie under the north end of the underframe. The two bumpers have been removed, reshaped and welded where necessary before being refitted to the car. New hardwood bearers have been installed at the north end to support the cab floor. An air compressor has been selected for the car and it will be cleaned and tested before fitting to the underframe. The curved channel that will support the trolley base and pole has had an extension piece welded on to return it to its correct length. It was shortened when in railway service to clear the overhead platform, now removed.

Bill Parkinson repaired a scored journal on the south end bogie from Brisbane dropcentre car 295, built up worn thrust plates and repacked the axle boxes with new wool. The car was lifted and the repaired bogie placed back under the car. The bogie change was completed in two and a half hours. The spare bogie that had enabled the car to remain in service was returned to the back of the display hall.

PCC 1014 was in the workshop at the same time and Bill bypassed the defective wiring and replaced to drivers windows making the car operational once again. It has since been fitted with air horns. Being an electrically braked car the air comes from a small 24 volt compressor used for truck air horns.

Brisbane centre-aisle car 180 has taken 295's place in the workshop to have some motor work carried out. One motor has a grounded field coil. Rewiring work, commenced some years ago, will also be completed.

In a continuing programme to provide suitable level crossing warning equipment to our regular traffic trams, Nagasaki 1054 is the latest to have air horns fitted.

Other Works

On 23 April, plumbers installed a 'T' junction and an isolating cock in our water main and laid pipes along the back of the main display building to provide the water supply for our head office building.

Community Service bricklayers have been bricking up the walls enclosing the southern fire stairs in the building and the wall between the display hall and the head office structure. All

downpipes from the box gutter between the buildings have now been connected to the stormwater system. Unfortunately (for us) the bricklayers completed their community hours before the work was finished.

Our weekday team machined up a new end plate for the wire feed motor on the large MIG welder making this unit again operational. The welder has been put to good use by a CSO welder building up a much worn point blade on the road 2 points.

John Matts and Ian Hanson have been working on the Liverpool Street Signal Box, sanding the old paintwork and repainting the structure.

Chris Olsen continues with the on-going maintenance of our motor vehicles. Tom Tramby replaced a hydraulic hose on the bucket truck.

Graeme Russell has been mowing grass and painting drain covers.

Andy McDonald has been doing a much needed weeding of the area around the back of the top shed.

Ian MacCowan has cleaned up the bank beside the display hall and is planting native vegetation.

A CSO worker installed ridge capping to the roof of the barbecue shelter.

Ian Hanson collected from Bendigo and delivered to the museum some point box springs and mechanisms courtesy of Craig Tooke and COTMA.

Part of the Sydney Tramways portable crossover has been donated to us by the Powerhouse Museum as part of a rationalisation of exhibits.

Trams after Dark

The Museum staged its third, and possibly most successful, Trams after Dark on Sunday 22 June 2005. Building on experiences gained from the prior two events, the emphasis this year was on simplicity, with the twin goals of providing a regular half-hourly service on the Museum line and of affording good opportunities for night photography.

When R 1740 returned to the Museum on the last scheduled Sunday run from The Royal National Park, it became evident that there were a good many patrons who had either just arrived or were intending to remain for the evening's activities. An additional service to Sutherland with P 1497 was therefore operated at 4:50pm.

Darkness was approaching as 1497 returned and the first night trip, with C 29 and Nagasaki 1054, was despatched almost on time (at 5:02 and 5:03pm respectively). R 1740 then ran to Sutherland at 5:30pm and on its return, was shunted clear of the main line for night photography, with the floodlit YMCA facade as a backdrop. Ballast motor 99u was also brought out and placed on display for night shots, with the YMCA facade backdrop.

In the meantime, in response to more than a few requests, O 1111 (which was not on the list of cars intended to operate) was moved from the third position on road 1 in the Running Shed (this, in itself entailed some considerable amount of shunting) in time for a late-running 6:07pm service. The 'punters' concerned were so enthused by the night run in the O (the writer adds that by this time he had added his heavy woollen jacket to his traffic uniform...) that the 6:30pm trip was also run with O 1111, as an encore to Berlin 5133 and Bendigo 11 – and all three cars carried a reasonable number of passengers.

Appropriately, the final trip was run at 7:00pm with R1740 to conclude the night's activities.

The Museum has received considerable good publicity and favourable feedback, including this email from new Friend Andrew Collier, who also posted it to the 'TramsDownUnder' newsgroup on the Intranet:

"Just a quick note to publicly pass on a sincere Thank You to the team at Loftus who put on a lovely evening last night. Plenty of variety, well scheduled, clear instructions and most of all, a great atmosphere of people with like interests quietly gathering to enjoy their hobby. Hard to describe how

good it is to sit with a warm coffee under a cold starlit sky with warm-lit trams all around and 99u sauntering past!"

Despite final arrangements not being put into place until late on the day, we can all be proud of how we continue to showcase our Museum and trams to members and visitors.

Personally, the writer was very gratified to read the above 'Thank You'; it was a great night, with good company. Thank you again to all those who made this year's Trams after Dark Sunday the obvious success that it was.

Col Gilbertson

New Members

We welcome the following new Friends to our ranks:

2561	Brian Banfield	Carlingford NSW
2562	Geoffrey S. Rooney	Batemans Bay NSW
2563	Peter Black	Harbord NSW
2564	Heather Black	Harbord NSW
2565	Hannah Black	Harbord NSW
2566	Jonathon Priestly	Loftus NSW
2567	Matthew S. Austin	Junee NSW
2568	Stephen Sanders	Kings Langley NSW
2569	Robyn Sanders	Kings Langley NSW
2570	James Sanders	Kings Langley NSW
2571	Dean Jones	Bexley NSW
2572	Neil Skillcorn	Engadine NSW
2573	Belinda J. Skillcorn	Engadine NSW
2574	Cameron Skillcorn	Engadine NSW
2575	Brandon Skillcorn	Engadine NSW
2576	Lachlan Skillcorn	Engadine NSW
2577	Joshua Dreves	Loftus NSW
2578	Andrew Collier	Waverton NSW
2579	Ivan Ploskonka	Concord NSW
2580	Paul J. Donnelly	Como NSW
2581	Michelle M. Flugge	Como NSW
2582	Luke Donnelly	Como NSW
2583	Ben Donnelly	Como NSW

From the Archives

For some time we have been collecting paper material from the early days of the museum, including such day to day items as envelopes, letterheads, membership cards and other ephemera, from a period when the fledgling museum had no place to store such material.

Our archive copies of the early spirit-duplicated and ink roneoed issues of *The Trolley Wire* (1952-1955), *Trolley Wire Review* (1956-1958), *The Trolley Wire Review* (1959), *The Trolley Wire (New Series)* (1959-1961) and *Trolley Wire* (1961-1964), are now almost complete. The copies in the archives have been donated by many members over the years, including Wally Lane, J. Simpson, Ken Miller, John Burne, Ken Winney, David Keenan and Bob Merchant.

However, we are still missing one spirit-duplicated issue. It is Volume 1 Number 2 of *The Trolley Wire (New Series)* issued between September 1959 and April 1960. It is probably dated February 1960.

Can any member supply a copy of this issue to complete our archive collection?

Next, we will try to complete our collection of early museum Annual Reports and Balance Sheets.

A Request

Richard Peck, who recently retired as Curator of Philately, Postal and Printing Technology at the Powerhouse Museum in Sydney, would like to know if any reader can identify tickets titled 'Buffalo Tram Ticket'. The tickets are similar in style and printing to bus tickets produced by Morrison & Bailey, printers, in the 1950s for NSW private bus operators. The fact that they are Australian in origin is attested to by quantities found in collectors accumulations of mainly NSW material. Values from 1d to 1/- have been seen in various colours. Richard suspects they are from a toy conductor's kit – he used to have one as a child. Richard can find no reference to the Buffalo Tramway in Australia or anywhere in the world for that matter.

Museum Events Calendar - 2005

Assistant Secretary Bob Merchant is maintaining the Events Calendar. Please contact Bob at bob.merchant@bigpond.com for dates of events to be listed. Details of meetings and events to be included in the calendar can also be left in the Museum's office or in the Membership Secretary's pigeonhole behind the southern door of the Workshop. Members are encouraged to have special works days, traffic meetings, crew training days, etc, listed in the Museum's events calendar.

Tuesday 19 July – Start of NSW School Term 3

Friday 19 August – Board Meeting

Saturday 20 August – Shareholders' Annual General Meeting

To be held at the Sutherland Scout Hall, Eaton Street, Sutherland commencing at 1:00pm. Friends of the Museum are most welcome to attend but do not have voting rights.

Weekend 27-28 August – Newcastle Models and Hobby Exhibition

Co-ordinators: Peter Kahn and Paul McDonald

Sales and display stand at the Our Town Model Railway Club's modelling exhibition with a different smaller venue this year. It will be held in the refurbished Honeysuckle Railway Workshops at Civic, which still has its train service, but for how much longer?

Sunday 28 August – Council of Motor Clubs Shannon's Event at Eastern Creek

Coordinator: Chris Olsen

Our Bedford tower wagon and AEC Matador recovery vehicle will be attending the CMC's annual Shannon's Event at Eastern Creek Raceway. It is a weekend event but we will be attending on the Sunday only.

Friday 16 September – Board Meeting

Saturday 17 September – 40th Anniversary of Electric Tram Operation Dinner

Co-ordinator: David Critchley, Les Coghill, Ian Hanson

Our Annual Members and Friends Dinner will be held at Sutherland United Services Club.

Friday 23 September – End of NSW School Term 3

Long Weekend 1-3 October – 43rd Sydney Model Railway Exhibition

Co-ordinator: Peter Kahn.

Sales and display stand at Australian Model Railway Association's model railway exhibition, previously held at Liverpool.

Note new venue this year, Hurstville Aquatic Centre, at the corner of King Georges and Forest Roads, Penshurst.

Sunday 9 October – Back to the 1940s Day

Co-ordinator: David Critchley, Ben Barnes, Kris Lawry

Relive the end of the Second World War with period tramcars, vintage cars, re-enactments, swing dancing, military vehicles and a brass band.

Monday 10 October – Start of NSW School Term 4

Friday 21 October – Board Meeting

Friday 18 November – Board Meeting

Saturday 3 December – Members and Friends Barbecue

Organiser: David Critchley

Join us for the traditional end of year barbecue and festivities.

Friday 16 December – Board Meeting

Wednesday 21 December – End of NSW School Term 4

Sunday 25 December – Christmas Day – Museum Closed

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

Members and Friends Christmas Barbecue – Saturday 3 December

Next Traffic Meeting

It is planned to hold a meeting for the Traffic staff on Saturday, 22 October 2005. The starting time is 10:00am at the Museum.

If traffic staff wishes to have any issues or concerns addressed at the meeting, they can either send an email to: isaxon@bigpond.com or post the item to: Ian Saxon, 87 The Esplanade, Oak Flats 2529.

W2 car 392

W2 392 has been transferred on lease to Glenreagh Mountain Railway Inc. (GMR) for an initial period of five years, with two renewable five year options. GMR will carry out a 'working restoration' of 392 in lieu of payment in the initial period. The car will operate using a motor generator set (supplied by Richard Clarke's son) and a rectifier unit.

On Saturday 27 August Tom Tramby and Mike Giddey erected a temporary loading ramp in the street north of the scissors crossover on the western track in about two hours. After lunch 392 was driven onto Mario's low loader and left Loftus headed for Glenreagh on the north coast. Glenreagh is the former junction for the Dorrigo branch line.

The tram will provide a ready to run form of transport for unannounced tour coach visits and during times of summer fire bans when their 19 class steam locomotive cannot be operated. The 19 class also takes several hours to raise steam!

The tram arrived at Glenreagh on Sunday ready for an early morning unloading on Monday. On Monday afternoon, member Terry Boardman was travelling down the coast and called in to Glenreagh. He was very surprised to see W2 392 rumbling by on a test run.

The ramp will remain in place at least until W2 249 arrives from storage in Canberra.

J car 675

In Bendigo Wayne Taylor has made good progress with this project. He has finished fitting the floor bearers and floor and open front apron to the No. 2 end and has fitted the bearers and floor at the other end along with both bumpers. Wayne has also completed the overhaul / refurbishment of numerous mechanical and electrical components.

Other Bendigo matters

Following the restructure of Bendigo Tramways we were given notice to remove most of our equipment and the body of R1 1951 from their site by 31 October 2005.

Very kindly Len Millar has offered to store 1951 at his nearby Newstead property and it is expected that the car will be moved before the deadline. Six bogies

will be returned to Loftus. Negotiations have seen Hobart 20 and our spare O bogie remain in Bendigo, pending the possibility of works by Wayne Taylor when the J car is ready for return to Loftus.

Canberra Tradesmens Union Club

As foreshadowed, Adelaide H 356 and Melbourne L 102 were cut up in the club in early September. Remnant components of a driver's cabin from each were delivered to Loftus. Regrettably the contractors cut up a pair of unmotored No. 1 trucks from under 102 due to space restrictions within the club preventing removal intact.

R1 2001 and W2 249

These fully restored cars for the proposed Federation line have been stored at the ACT Government garbage depot building. Since March we have been required to pay commercial storage of \$550 per month. The space created by 392's departure to Glenreagh enabled Mario of Australian Train Movers to deliver 2001 to Loftus on Friday, 7 October, 2005, using the unloading ramp.

The tram arrived around 10:30am and took a little longer than it should to unload due to sticking brakes on 2001. It is presently stabled on the Cross Street curve awaiting its turn in the workshop.

Mario will shortly collect 249 and the rails for short term storage at his property.

R1 car 1971

As discussed at our Annual General Meeting and ratified by the board, R1 1971 will soon be transferred to the Australian Electric Transport Museum at St. Kilda, South Australia, on a long term loan basis for comparative display and operation there.

This move demonstrates the increasing co-operation between museums and fostered by COTMA.

The transfer of car 1971 will coincide with the delivery of W2 car 249 to Loftus.

YMCA Building

A sign replicated from one of the old signs reading 'Powell & Hohnen Engineers' is shortly to be erected on the facade. The sign is made using recycled hardwood and is painted in the original 'Wild Plum' colour with black lettering and white outline. The sign was arranged with John Joyce who has joined his son Ian at Townsend Signs, following his recent retirement from Yarra Trams in the Citadis acceptance programme. John was previously with the original operators of Sydney light rail and monorail and has been a great supporter of the museum over the years. The remaining three signs will need to wait until the outcome of our tourism grant application is known.

Adelaide H cars

Tenders for museums and other parties to apply for surplus H cars and components closed on 27 September 2005. The tender documents exceeded 80 pages! In line with views expressed at the AGM and endorsed at the September board meeting we have applied for two cars, with 357 and 358 the preferred cars.

We endorsed the advice of COTMA that they tender on behalf of all museums for the spares and components, although by notation we listed our needs and reasons.

Altogether ten operational cars and the restaurant car, along with five non operational cars were nominated for disposal. The five chopper cars will be retained.

General

The above events have and will place stress on our finances for transport costs and storage needs. As a matter of urgency we need to construct the proposed storage building near the level crossing. We have \$22,000 in hand. However we need to raise additional funds of more than double this before we can consider proceeding. Your help please!

Depot Yard Overhead Wiring

Over 8, 9 and 10 September the original round section trolley wire in the depot yard was replaced with grooved wire and Road 12 in the top shed was connected also. At the same time the frog pans were replaced by rejuvenated ex-Melbourne overhead frogs that are pantograph compatible.

This was a culmination of many months work by David Rawlings who drilled, tapped and machined new overhead fittings and renovated the ex-Melbourne frogs in the top shed where he also pre-fabricated new span wires. Many of these had been erected above the old ones in preparation for the change of trolley wire. The traffic staff tested the completed work for us by taking 1740 up the hill and into the front of 12 Road.

With the exception of the PCC, which is not trolley wheel equipped, all other trams have operated successfully without dewirements. However until the final adjustments have been completed the speed of all trams in any direction must be kept to dead slow with a second person observing the tracking of the trolley pole and advising the driver of any problem.

Thanks are due to the 12 members of the work team who put in 162 hours over the three days. The team (in alphabetical order) was Danny Adamopoulos, Don Campbell, Bob Cowing, Bob Cooper, Adam Greaves, Hayden Holmes, Peter Kahn, Glenn Killham, Sam McGuinness, Chris Olsen, Geoff Olsen and David Rawlings.

Speed Restrictions

The section of National Park track covered by a speed limit has been expanded and now is in operation between poles 157 and 176. All drivers are directed to slow down to walking pace in this section.

Additionally, the rail joint opposite the Railway Square waiting shed has been improved but still requires additional work. Drivers are directed to slow down to walking pace at this joint also.

Works Report

Two sheets of 12mm tread plate were purchased to cover the Roads 14 and 15 point pits. They were cut to their final sizes and welded to the heavy duty steel frames that had previously been fabricated from old rails. They are designed for easy removal to facilitate pit cleaning. Worn point blades on the Road 2 points were built up and ground off. The clay bank near the Road 14 point lever has been cut back in preparation for further concreting in that vicinity and a drainage pipe that ran uphill was adjusted in level. An LCL container that had been sitting in the dirt near the former J car storage location was moved onto concrete outside the side roller door of the top shed. The area vacated was cleared of junk and excavated again in preparation for further concrete. We have had to put a hold on receipt of free concrete as we have run out of places ready to receive it and people to lay it. It takes a lot of time and effort to dig out the dirt and set up formwork and there are simply not enough people willing and able to do the work.

In the workshop extension the old air supply compressor was replaced by the larger and newer one donated by Ken Butt. The new unit was plumbed into the air supply and the old one was disconnected and removed. That allowed the south-eastern corner of the workshop extension to be cleared of material, excavated and prepared for concreting. On 27 August the slab was poured with four metres of purchased concrete. The small excess was placed near the Road 14 points. The south-western corner is now being prepared for the next pour. Our CSO apprentice plumber is running a new 25mm water line to the hose reel on the western wall of the extension.

During late August fencing contractors fixed new chain wire to the boundary fence beside the highway. The rolls of old chain rust have been placed in the depot yard waiting for someone to cut it up into smaller sheets that will lie flat in the scrap bin. Any volunteers?

The underside of the eaves of the barbecue shelter has been lined with folded sheet metal.

A pair of left hand cast point blade units was cleaned on the deck of the flatcar. After many pallets of stored material were moved out of the way the point blade units were laid out in the top shed yard along with 80 lb rails for the construction of the first of two left hand points required for the proposed new trailing crossover which is to be located two car lengths north of the Pitt Street level crossing. Before this work could start a bit of shunting took place on 23 August that saw Kalgoorlie 22 moved from Road 4 to Road 13 in the top shed, taking the place of Melbourne W2 392 which went outside. Melbourne Z2 111 went into Road 4 and the Albion bus swapped places with the ex-Sydney tower wagon. The bus will eventually be moved to Craig Parkinson's property at Wollongong where Craig can work on its restoration.

Once out of the top shed, car 392 had its brake valves altered back to the original right hand application configuration. It received a service and the interior cleared of stored material and cleaned before its move to Glenreagh, reported above.

A subsequent shunt on 17 September saw the tamper and Berlin 5133 move from Road 3 to Road 4 in place of N car 728.

In the Workshop

Work continues on ballast motor 42S mainly by Warren Howlett, Terry Thomas, Bob Cowing and other members of the Wednesday crew. The former training school GE air compressor was tested and fitted to the car. Cab floor hardwood bearers, cab floor planking and the repaired bumper bars have been re-installed and at the north end the apron framing and the steel panels that form the back of the cab have been erected, along with some masonite templates to determine the final shape of the cab roofs which will have to be made soon. Due to the cost of new hardwood, the required timber is being obtained by sawing up new treated sleepers. The car is starting to look like a ballast motor again.

Brisbane dreadnought 180 was lifted in the workshop on 27 July and placed on body stands. The bogies are being cleaned and one traction motor has been removed and dismantled for attention.

Z2 111 is out of passenger service (but drivable) with electronic problems. Bill Parkinson is awaiting a replacement set of tramiac cards (printed circuit boards) from Melbourne.

In late August the regular workforce ('The Few') became fewer when Tom Tramby and his wife departed on a road tour to Adelaide and the Pichi Richi Railway in the Flinders Ranges, returning through Queensland and central NSW. They arrived home on 30 September and the next day visited their daughter. Never the one to be idle, Tom volunteered to mow the lawn. After some time he was found unconscious, having suffered a severe heart attack and was rushed to Nepean Hospital where his condition is critical. We are all hoping for the best possible outcome for Tom and his family.

Kiosk Hot Water

During the installation of the new hot water service in the kiosk an 'Out of Service' tag was attached to the unit by Geoff Olsen, our electrician. On completion of the plumbing, Geoff was advised by the plumber that his part of the installation was completed, but in accordance with the tag he was unable to turn the unit on. When Geoff went to remove the tag and carry out the final test, he found 'someone' had turned the unit on contrary to the notice. This is a serious breach of statutory regulations.

While we have embraced the Rail Safety Act in the running of our trams, it is timely to remind ourselves that there are other Acts with which we have to comply, such as those covered by Workcover and Fire Safety. A breach of any of the regulations which affect us could result in court action. The old adage 'If it has nothing to do with you, leave it alone' is one well worth remembering and observing.

Electrical

The big job for our Electrical Section since last *SPER News* was the installation of a cable tray above road 8 to carry the sub mains for the new switch board to supply the display hall and the upper three floors of the YMCA building. On a fine Thursday morning, Geoff Olsen, Tom Tramby and David Rawlings moved the counterweight dummy, F393 and freight car 24s out of road 8 and moved the bucket truck and the Bedford

tower wagon in. The cable tray was installed with a minimum of fuss and by lunchtime Friday the cables had been drawn in and secured temporarily to the tray. The trams were back in position with time to spare on Friday afternoon, prompting Geoff Olsen to mutter, "This job has been too easy, what have we forgotten?" The Board would only approve this operation on condition that car 393 was not left out overnight. 393 therefore spent the night in the road 4 extension to the restoration building vacated by the bucket truck. Freight car 24s squeezed in with Brisbane 180 in the workshop and the dummy fitted into road 4 in the display hall with just enough room to close the doors. The job is as yet incomplete as the cable still has to be drawn into the conduit which takes it to the main switchboard and the distribution board is yet to be installed.

Motor Vehicles

Our Bedford tower wagon made its customary trip to Shannon's Eastern Creek display again this year. Chris Olsen drove it out there after the usual meticulous preparation and as usual it was very well received. This year it was also joined by our AEC Matador tow truck driven by Craig Parkinson. This vehicle also drew a lot of attention. Contrary to rumour Craig was not booked for speeding on the way.

As is traditional, the two trucks took their turn to do a demonstration run around the circuit. This included a 'high speed' run in formation down the main straight during which they may have reached 40 kph! No doubt this will be repeated next year, providing the Society with exposure to a section of the general public who may not know of our existence.

Chris and Craig are congratulated for the big effort that they put in to both prepare and display these two very historic vehicles.

Youth Group

The Museum's Youth Group, 'The Jumping Jacks' continues to meet on a six to eight weekly basis. This time frame ensures that the Group's activities do not interfere with school and family commitments, and also allows the young people time to be involved with everyday Museum activities. There are currently five members of the 'Jumping Jacks' with more young people interested in joining us. Our last two meeting days have demonstrated the varied activities we have available. In March, we met to talk about collecting tramway relics and ephemera. The young lads were shown some of the private collections of Museum members, including tramway tickets, cap badges and uniform buttons, tramway tokens, books and magazines. They also looked at a collection of vintage Sydney postcards featuring trams. We talked about how and where to begin collecting tramway memorabilia and the costs of some of the different pieces.

In May, we held our second outing with a visit to Sydney's inner west. After meeting at the Museum, we travelled into the city and walked to the terminus of the Pyrmont line at John Street. Here we pointed out the old Terminus Hotel, with its tramway rosettes still fixed in the walls. Then from photographs and maps we identified remaining buildings and other relics.

From John Street we made the short walk to the Light Rail Station, to catch the tram to Rozelle and Rozelle Depot. Although locked up, we were able to peer through the rust holes in the depot doors to see the six or so trams stored here. It was then back to city by tram and ferry. The ferry from Darling Harbour stopped at two former tram termini on its journey, that of Darling Street Wharf, Balmain and McMahons Point before reaching Circular Quay. From here we retraced the Millers Point line through the Rocks, sighting some tram rail breaking through the asphalt in places. From Millers Point we travelled by bus back to Pyrmont and on to Pyrmont Bridge. This swing bridge is operated from a cabin near the centre of the Bridge using 1902 vintage tramway type controllers. The lads were delighted to experience a bridge opening from inside the control cabin. Finally, on the journey home, we stopped for the lads' very first visit to the ARHS Bookshop at Redfern. Thanks to Youth Group co-ordinators, David Critchley and John McFadden for arranging and leading this outing.

One very pleasing result of the Youth Group is the active role our young members are now taking in the Museum. Mitchell Skillcorn and Sam McGuinness have joined the Traffic staff. They made important contributions to our 'Trams after Dark' event and to the school holiday traffic roster, where both attended the Museum virtually every day of their holidays. They have become very proficient at the Bookshop, Kiosk and Starter/Checker duties. Special thanks must go to Hayden Holmes and Frank McQuade for their supervision and encouragement of these lads during the holiday operations.

Finally, if you know any young person between the ages of 12 and 17 who has an interest in tramways (or railways) and who may like to join our enthusiastic group, give the Youth Group's co-ordinator, David Critchley a call on 9545 4406. We are always on the lookout for more 'Jumping Jacks'.

New Members

We welcome the following new Friends to our ranks:

2584	Andrew Blume	Elsternwick Vic
2585	Michael Duncan	Oak Flats NSW

Two 38s Pass

On Sunday, 28 August, steam locomotives 3801 and 3830 hauled a day tour train via the Illawarra and Robertson line to Moss Vale and back via the main Southern line. The fully booked train was due to pass the tramway museum just after 8:30am. The opportunity for some free publicity on a 'captive' load of rail enthusiasts passing the Museum early on a Sunday morning was just too good to resist.

Our rostered traffic crew were contacted and asked to arrive early to prepare a number of trams for service. From 8:00am, six trams headed south to take up positions between the Museum boundary and the start of the Royal National Park line, adjacent to the railway line. In order, 99u, P 1497, Nagasaki 1054, R 1740, C 29 and Bendigo 11 lined up to await the passing of the train.

P car 1497 carried on its side a large banner featuring the Museum's website address. The banner was the brainchild of member Mark Newton, who also arranged for its manufacture and we thank Mark for his initiative in making this banner available. Aside from this use, there will be many opportunities to use this banner around the Museum as well as at exhibitions, rallies and festivals.

Just after 8:40am the two 38 class locos thundered through Loftus with ten carriages in tow. As they passed we could see many passengers on the train pointing to the trams with big smiles on their faces. A number of video cameras were also aimed in our direction. Within a minute the train had passed, but we hope that the sight of six trams lined up alongside the tracks will have a high impact on the passengers and encourage at least some to visit the Museum in the next few months.

Many thanks to traffic crew who arrived early to prepare and man the trams: David Critchley, Bob Cooper, Hayden Holmes, Ben Barnes, Barry Tooker, Mary Kerry, Don Campbell, Mark and Paula Newton, Sam McGuinness, Joshua Dreves and Mitchell Skillcorn.

The contributors to this issue of *SPER News* are:

Howard Clark, David Critchley, Michael Giddey, Geoffrey Olsen and David Rawlings,

Museum Events Calendar - 2005

Friday 21 October – Board Meeting

Saturday 22 October – Traffic Meeting

Co-ordinator: Ian Saxon – The meeting will be held at the Museum commencing at 10:00am

Friday 18 November – Board Meeting

Saturday 3 December – Members and Friends Barbecue

Organiser: David Critchley – Join us for the traditional end of year barbecue and festivities.

Friday 16 December – Board Meeting

Wednesday 21 December – End of NSW School Term 4

Sunday 25 December – Christmas Day – Museum Closed

SPER NEWS

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

PO Box 103 Sutherland NSW 1499

Editor: Robert Merchant

Members and Friends Family Christmas Barbecue – 3 December

Society Positions

The Board has approved the following members to hold the listed positions:

BOARD OF DIRECTORS

CHAIRMAN and TREASURER

VICE CHAIRMAN

SOCIETY SECRETARY

Howard Clark
Gregory Sutherland
John McFadden
Danny Adamopoulos
Robert Cowing
William Parkinson
David Rawlings

OFFICERS

ACCOUNTS PAYABLE OFFICER

ARCHIVES OFFICER

RHA (NSW) DELEGATE

ASSISTANT WORKS MANAGER

ASSISTANT TREASURER

ASSISTANT SECRETARY

CHIEF ENGINEER

COTMA DELEGATE

CURATOR OF EXHIBITS

DRAUGHTSMAN

ELECTRICAL ENGINEER

FUNCTIONS CO-ORDINATORS

Bruce Worthington
Anthony Cody
Peter Kahn
Thomas Tramby
John McFadden
Robert Merchant
Richard Clarke
Robert Merchant
Norman Chinn
David Bennett
Gregory Sutherland
David Critchley
Colin Gilbertson
Dale Budd
Victor Solomons
Ronald Ham
Danny Adamopoulos
Robert Merchant
Peter McCallum

GOVERNMENT LIAISON OFFICER

GROUPS and AMENITIES OFFICER

GROUP BOOKING OFFICER

INDUCTION OFFICER

MEMBERSHIP SECRETARY

MINUTES SECRETARY

MOTOR VEHICLE MAINTENANCE

SUPERVISOR

OPERATIONS MANAGER

OVERHEAD SUPERVISOR

PAINTSHOP SUPERVISOR

A.C. POWER SUPPLY and
DISTRIBUTION SUPERVISOR

PUBLIC RELATIONS OFFICER

ROSTER CLERK

Christopher Olsen
David Rawlings
David Rawlings
John Matts
Geoffrey Olsen
Peter Kahn
Hayden Holmes
Frank McQuade
David Rawlings

SECURITY OFFICER

SPER NEWS and TROLLEY WIRE
EDITOR

STORES SUPERINTENDENT

TECHNICAL SERVICES MANAGER

TELECOMMUNICATIONS OFFICER

TIMEKEEPER

TRACK SUPERVISOR

TRAFFIC MANAGER

TROLLEY WIRE SUBSCRIPTIONS

WEBMASTER

WORKS MANAGER

Robert Merchant
Thomas Tramby
William Parkinson
Adam Greaves
Donald Campbell
Danny Adamopoulos
Ian Saxon
Martin Pinches
Peter McCallum
Robert Cowing

Family Christmas Barbecue

This year's Family Barbecue, always an important day in the Museum calendar, on 3 December will take on extra significance with Santa returning to the Museum for the first time in a number of years. Festivities will start from 2:00pm with every family asked to bring along some tinsel or a Christmas ornament to help decorate the 'Santa Tram'.

At around 3:30pm the Santa tram will travel to the Royal National Park to pick up Santa and return to the Museum. Santa will be bringing some small gift bags for Members and Friends children and grandchildren. Please call Santa's helpers, David and Filomena Critchley on (02) 9545 4406 before the day and advise how many children you are bringing so that no one misses out on the day. There will also be some organised games for the children during the afternoon as well as regular tram rides.

The evening barbecue will start from around 5:30pm. This is a BYO barbecue, so remember to bring your meat and salads as well as your tongs, cutlery and plates. There are plenty of picnic seats and the kiosk will be open for hot water, cold drinks and ice creams. Remember the bookshop, too, for those special Christmas gifts.

Finally, in the season of giving, we are asking every family to donate to 'Trams or Cans'. There will be two ways of giving. Either bring a can of food or non perishable item to put in a box that we will donate to a local charity or make a Christmas donation to the Museum. All donations over \$2.00 to the Museum are tax deductible and a receipt book will be on site.

So this year come along and really get into the spirit of Christmas with an afternoon among friends and by donating to 'Trams or Cans'.

Help!

With a number of members on the sick list, our Saturday work crew is overstretched. We need more volunteers to assist with a multitude of tasks such as lawn mowing, track maintenance and painting, etc. One major task that needs a champion is the cleaning and painting of the transformer from the former trolleybus substation at Grey Street, Kogarah.

If you have a few spare hours and can assist, please contact Danny Adamopoulos on 0417 488 688.

New Members

We welcome the following new Friends to our ranks:

2586	Phillip Hamill	Ingleburn NSW
2587	Bruce Sinclair	Taringa Qld
2588	Julie Scandrett	Birchgrove NSW
2589	Jack Scandrett	Birchgrove NSW

J 675

Wayne Taylor and Luke Jenkins are making good progress with the restoration. Both end aprons and floors have been completed. The old saloon floor has been removed and the upper side of the timber underframe trimmed marginally to provide a neat edge for the new floor boards to butt against.

New steel cross members have been inserted in the underframe to permit the fitting of the Brussels truck. New timber framing and steel edging has been fitted to accommodate the motor hatches, which are in good condition and will be reused.

Geoff Spaulding and Howard Clark have been working over recent weekends to restore the ex N car doors for fitting to the car. These are all in poor condition and each of the sixteen doors has been dismantled. All but one requires splicing of new timber to the lower vertical sections which will need to be fashioned to shape and remorticed. Old paint and rust have been removed from the steel door edges for rust-proofing and priming. Ross Traeger has supplied a new set of profiled bottom and centre rails to replace rotted timbers. The other three rails and timber panels can be reused.

Car Moves

Mario of Australian Train Movers transferred W2 249 on 17 October 2005 from Canberra to his property for temporary storage. The car will be delivered to Loftus in exchange for R1 1971, which is expected to go to St Kilda in early December.

R1 1951 was moved by Mario from Bendigo to Newstead on 20 October 2005 for storage under heavy duty tarpaulins. Thanks are due to Len Millar for his kind gesture in making the space available.

Adelaide H Cars

We understand that we and the other COTMA museums who tendered for these cars have been successful and the two operational cars are expected to become available to us during 2006.

SW6 965

The Victorian Government has gifted this car to Crown Prince Frederik and Crown Princess Mary of Denmark for display and operation at the Danish Tramway Museum. Howard Clark and Greg Sutherland have been working behind the scenes on this project for in excess of 18 months. The car has been beautifully refurbished at Preston Workshops. It was formally handed over at Preston in a colourful ceremony by Victorian Minister for transport, The Hon, Peter Batchelor, MP to Mr Jorgen Mollegaard, Consul General for Denmark on 10 November 2005. The Chairman of the Danish Tramway Museum, Mr Mikael Lund travelled to Australia for the event and also paid two visits to Loftus during his trip.

Tramcar Maintenance

1971: Preparatory work has been carried out on this car prior to its transfer to Adelaide. Ian MacCowan, Sam McGuinness and Ian Hanson refinished the floor with Duraseal, in addition to a general clean up of its interior.

2001: General repairs have been undertaken on the body of this car. This work involved repairing the window sills damaged when the car was lifted in Canberra, sealing a few minor holes in the floor and other cosmetic work that needed to be carried out. Several repairs underneath the car were carried out by Bill Parkinson. This project is close to completion.

Back to the '40s Day

The Museum (in conjunction with the Sydney Bus Museum) staged a very successful Sydney in the Forties Day on Sunday 9 October. Building on other events, including the Edwardian Trams Day 12 months ago, the Forties day centred on Hayden Holmes' amended Event timetable, which ensured a continuous tram service was operated for those

who visited the Museum. This timetable works very well, despite the current limitations on track availability in Tramway Avenue. We were very fortunate to receive favourable publicity from the Media, the local Council and Historical Societies. Additionally, we had publicity at the NSW Railways 150th Anniversary Celebrations, at Swing Dance functions around the State and in Canberra, while no less than six web-sites featured articles about the day.

Two corridor trams (R 1740 and R1 1971) ran to Sutherland at the top of the hour and then returned to form the quarter past the hour service to The Royal National Park. The twenty minutes to the hour service featured crossbench cars L/P 154 and O 1111. A supplementary tram service at twenty minutes past the hour using P 1497, R1 1979 and Brisbane 295 also operated subject to demand. L/P 154 and R 1740 had the wartime white bumpers and steps applied, just as they had back in 1942. R1 2001, which had arrived from Canberra the previous Sunday, was on static display in Cross Street. This car is resplendent in an RAAF recruiting livery; with one of the writers' son a serving RAAF member, a suitable photo opportunity of 2001 and Officer Cadet Gilbertson will be arranged.

A regular vintage bus service operated to Sutherland and Engadine, departing from outside the Main Gate. Wartime era buses which operated the service between Loftus and Sutherland included the Museum's Leyland TS7 1275 of 1937, with Dennis Lancet II 1492 of 1938 and Ford FCB 'Austerity' 1756 of 1942 from the Sydney Bus Museum. AEC Regent III 1792 of 1947 operated between Loftus and Engadine. Camouflaged AEC Regent 1694 of 1940 was on static display in Tramway Avenue, as were a number of wartime military vehicles. A good number of members were able to get together and come down in original uniforms. The State Rail Band and members of the Sydney Swing Dance Company also added to the theme for the day.

Catering arrangements for those who attended were in the capable hands of Mark and Tracey Johnson, who operated an 'event' kiosk and the Engadine Scout Group, who once again ran a sausage sizzle in the Lakeside Park area. Without doubt, this was one of the most successful theme days that has been staged and again highlights the importance of teamwork and the need for proper planning and attention to detail on the day. For a change, we were blessed with good weather.

To the following - your efforts were greatly appreciated: Hayden Holmes (OIC on the day) assisted by Vic Solomons along with Ben Barnes, Adam Greaves, Ian Hanson, Peter Kahn, Peter McCallum, Frank McQuade, John Matts, Mark Newton, Craig Parkinson, Mitchell Skillcorn and David Wilson. Thanks also to Garry Hill (Sydney Swing Dance Company) and John Clifton (Editor of *Australian Bus*) for their help to make the day possible. The Boards of Directors at both the Sydney Tramway Museum and Sydney Bus Museum are also thanked for their support and co-operation. Finally, our grateful thanks are due to our rostered crew for being there on the day.

— David Critchley and Col Gilbertson

Directory Assistance

According to the details on the Museum's telephone bill, we have a member or members using the Sensis Directory Service number, 1234. This practice must cease immediately as each call is costing the Museum 40c for each call, then 4c per second. Yes, 4c per second.

Sensis is a subsidiary of Telstra and by law Telstra have to provide a free directory assistance number.

It is **1223**. If you must call Directory Service please use 1223. Remember, the Museum needs that money more than does Telstra.