

# 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

## Vintage Tramway Festival – 26 February 2006

### Next Traffic Meeting

It is planned to hold our next traffic staff meeting on Saturday 17 June 2006 starting at 9:30am at the Museum.

If traffic staff wish to have any items, issues or concerns raised at the meeting, they can either send an e-mail to [ian.saxon@bigpond.com](mailto:ian.saxon@bigpond.com) or post the item to: Ian Saxon, 87 The Esplanade, Oak Flats. NSW 2529.

### New telephone number for school / group bookings

Since Ron Ham generously offered to gather small teams of members to attend the Museum to meet the needs of school groups, probably several thousands of children have learnt about, seen and ridden Sydney's trams at our Museum. It is little surprise that Ron, a teacher by profession, has acted as the main instructor.

Other groups, especially of folk fortunate enough to have lived in the heyday of trams, have also visited us in large numbers. The financial benefit to the Museum of all these visits has been significant.

Traffic and workshop staff are thanked for their diligence in passing Ron's telephone number to schools and group organisers. However, a special number, listed on the Museum's website, now diverts these calls to a team of members who are organised to accept bookings for groups. Ron, while remaining the chief instructor for school and other groups is now assisted with the telephone answering. Many calls go to the mobile phones of John McFadden or Peter McCallum so Ron can now go shopping or enjoy a holiday with peace of mind! In the first five weeks, firm bookings taken have more than paid for the new connection!

Notices near all telephones at the Museum display the new number, **9542 3604**. Members taking calls from people wishing to take a school or group booking are asked to provide callers with this number advising that calls will be answered during business hours throughout the week.

### Trackwork

Late last year speed restrictions were introduced on parts of the National Park line due to deterioration of sleeper condition, particularly on the main curves. A number of sleepers were replaced by the maintenance team, however this is an arduous task and with limited human resources the task was beyond us and we sought advice from alternative sources.

Track Australia were selected and advised that a major re-investment in infrastructure was required. A minimum of 1 in 6 sleepers needed replacement over the length of the track under a proposed two year programme, with an immediate need for 150 sleepers to be replaced in the priority area at a cost of some \$23,000. Due to some further problems, no doubt due to the hot conditions around that period, the track apparently spread beneath car 111, requiring closure of the line temporarily until minimum works at a cost in the region of \$60,000 were completed. Fortunately three members at very short notice have provided the funds needed for this re-investment cost, which once completed, should enable operations to commence soon.

To complete the 1 in 6 replacement programme over a two year period will cost not less than \$125,000, so we remain in urgent need of a further \$65,000 just to satisfy the 1 in 6 criteria! It is essential this track renewal programme continue if we are serious about maintaining operations on the National Park line. To replace sleepers on the whole line at once at a cost in excess of \$700,000 is beyond any volunteer organisation's resources and we have no choice to proceed along the recommended path if we wish to stay in operation on that line.

In addition our Sutherland line is also due for re-investment after 18 years so funding requirements will be with us for many years to come.

### Workshop extension

In the workshop extension the floor on the western side of the through track was to be laid in three main slabs with three one metre wide strips along the wall. These provided somewhere to stand while screeding the main slabs and the south end and middle ones were poured first. The south end main slab was poured on 5 November using about 4.6 metres of purchased concrete. A considerable amount of material was relocated to clear the way for the middle slab and for the narrow strip at the northern end, Excavation by hand followed and the 8.5 tonne transformer from the former Grey Street trolleybus substation at Kogarah was moved across to the other side of the track on 17 December. It was pulled with our 3 tonne capacity tree puller normally used to tension the overhead, with the transformer's wheels running on sleepers. This allowed further hand excavation to proceed. The middle main slab and the north end strip were poured on 14 January. Only one pour is left to complete the extension floor.

### Pointwork

Two new left hand points are required for the proposed new trailing crossover to be located north of the Pitt Street level crossing. Work commenced early in October to assemble the first of these in the yard of the top shed using two ex-Melbourne cast point blade units, with the rest fabricated from 80lb. running rails and 60lb. check rails welded to upside-down lengths of rail used as sleepers. The blade units are connected to each other by steel sleepers but will not be welded to the rest of the pointwork until put in its final position. This is to keep the weight manageable and to facilitate handling. By mid January the first set was basically complete and the materials for the second unit were placed on top for assembly.

### General works

There has been a fire hose reel on the western external wall of the workshop extension for many months. During December our CSO plumber extended a 25mm copper water pipe from the workshop toilets up the wall and across the northern wall above the roller doors and into the workshop extension to connect to the hose reel. This sounds relatively simple but mobile scaffolding had to be erected and a

number of heavy work benches and other things had to be moved to allow the work to proceed. Then, of course, it all had to be returned to its proper place afterwards.

The ex-Randwick Workshops traverser ramp which we use in conjunction with our temporary tramcar loading / unloading ramp had a bar attached at one end that was found to foul the car lifeguards as the trams ascended the ramp. It has been modified to correct this problem.

#### **Brisbane 180**

The first of the two traction motors has been dismantled, thoroughly cleaned with electrical solvent, the motor leads were re-insulated and the motor has been re-assembled. Mark Newton has been re-bushing worn brake rigging and has straightened and re-welded the cowcatcher. Both bogies have been fully dismantled in preparation for the wheel sets to be sent away for machining to correct worn flanges. Cleaning of decades of accumulated dirt and grease by the weekday crew is continuing. Dave Bennett has been doing a part re-wire on the car on Tuesday nights. Two unmotored W2 shop trucks were brought down from Loftus Junction and were placed under the car body on 4 January to make it mobile for some upcoming movements.

#### **42s 'Gentle Annie'**

Both drivers platforms have been framed and planked and the apron framing and cab back panels have been erected. The hand brake gears, the gongs and angle iron supports for the coupler mountings have been fitted under the car.

#### **Z2 111**

The previously reported electrical fault cleared itself and has been put down to moisture on one of the Tramiac cards. The cards have been cleaned and sprayed with a moisture repellent to prevent a recurrence of the problem. We now have a spare set of cards from Melbourne.

#### **Nagasaki 1054**

A door sensor problem was rectified on 31 December

#### **R1 1951**

R1 1951 was moved by Mario of Australian Train Movers from Bendigo to Newstead (about 55 km south of Bendigo) on 20 October 2005 for storage under heavy duty tarpaulins. Our sincere thanks are due to Len Millar for his kind gesture in making the space available.

#### **W2 249**

Mario of Australian Train Movers transferred W2 249 on 17 October 2005 from Canberra to his property in western Sydney for temporary storage.

On Saturday 3 December it was delivered to Loftus and was driven off Mario's truck down the ramp and onto the western track in the street. This car has since had several bad air leaks fixed.

#### **R1 1971**

Once car 249 was unloaded, R1 1971 made a final run to our north terminus, then was loaded for its journey to the Australian Electric Transport Museum at St. Kilda, SA..

The self lapping brake valves were altered on 26 November to apply to the right prior to the dispatch of the

car to the AETM and Colin Seymour of the AETM was on hand on 26 November to carry out a test run to the Royal National Park.

#### **R1 2001**

This car has had its brake valves altered to the Sydney standard and gold numbers were placed over the dark blue sign-written ones which were only done that way as the transfers were not available in time for its display in Canberra.

#### **J 675**

By late January 2006 Luke Jenkins and Wayne Taylor in Bendigo have milled and fitted outer vertical timbers and sill rails to most of the car. The centre timbers were mostly retained as these were generally in good condition. This process differed from our original plan when re-use of the outer vertical timbers was contemplated. The change represents a final finish in accord with the original, whereas the alternative required extensive reworking of badly damaged routed mouldings and replacement with other moulded cover timber for attachment to timber in varying condition. The end result is stronger and more permanent and broadly matches conservation and restoration techniques followed by museums in UK and Europe. The end panels at the drivers entry required heavier section timber which necessitated the additional lamination of timber to achieve the desired curvature and timber thickness.

Footboard step brackets have been cast and Wayne is due to commence fitting underfloor equipment to the car soon.

Meanwhile Geoff Spaulding continues to work offsite with the painstaking task of re-assembling the doors, shaping the newly spliced sections, then gluing and clamping each door.

#### **Adelaide H Cars**

We and the other COTMA museums who tendered for these cars have been successful and the two operational cars requested, 357 and 358, are expected to become available to us during early 2006. At the moment they are still in service.

#### **Help! (Again)**

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 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 Building Needs**

Storage needs at Loftus have reached a critical stage. A new building at the south end for eight cars must be built in the next nine months.

Three quotes to supply and erect were sought. Two responses indicate a minimum of \$70,000 is needed, including three roller entry doors, leaving us to complete trackwork and other fit-out and flooring needs.

The above has been accelerated in particular by the following:

- The TMSV have given notice that (due to local Council directives) we need to remove by 31 March 2006 the bodies of X1 461 and VR 35 from open storage at Bylands.
- Berlin 3007 and Milano 1692 need to be moved from Hawthorn, due to an apparent change in policy whereby only ex-Melbourne cars are proposed to be displayed there.
- 11W and R 1808 at Preston, along with W7 1036 need to be moved in due course, particularly when Siemens need more space for the Combino rectification programme.
- Adelaide H cars 357 and 358 need to be transported and accommodated once TransAdelaide require their removal as any delay will ensure forfeiture of a \$10,000 surety. Those members who expressed the need to have two H cars need to come forward now to help find the transport costs of around \$9,000 from Adelaide to Sydney in addition to the cost of the trams.

A member has generously donated \$10,000 towards the new building cost and with other donations and pledges we are close to halfway and need another \$40,000 to enable us to proceed.

Please help if you can.

### **New Members**

We welcome the following new Friends to our ranks:

2590	Miles Parfenow	Ashfield NSW
2591	Owen Roberts	Ashfield NSW
2592	Kinsi Roberts	Ashfield NSW
2593	Oriel Parfenow	Ashfield NSW
2594	Kevin Doyle	Redland Bay Qld

### **2006-2008 Heritage Grants**

Application to NSW Heritage under this programme was made for a grant of \$50,000 towards at least matching funds for the restoration of movable heritage in the period to 2008. 1898 D car 117 (112s) was applied for to be restored to fully operational condition to complement C cars 290 and 29, whilst C car 33 also built in 1898 was included for restoration as a static exhibit depicting its experimental status as one of only two double deck electric cars to run in Sydney for a brief period in 1907/1908. The outcome of this application will be known in April 2006.

### **Vale Robert Cowing**

Robert Cowing passed away peacefully at Royal Prince Alfred Hospital on 23 December 2005 aged 60 years after losing his hard-fought battle with cancer.

His contribution to the museum is so immense and unparalleled that we may never again see anyone with the drive, energy, commitment and single minded focus upon the development and growth of the museum, particularly in the early stages when there was little to show outsiders except rubble associated with a building site.

Bob joined the museum in 1965 as shareholding member 143 and exercised his energies in the early days in construction activities at the museum's old site. Given the restrictions and constraints at that location, this was a particularly frustrating time and the real Bob only emerged with the new and daunting tasks which faced the museum after the present Loftus site was gazetted for museum purposes in our favour as trustee in the 1970s.

Bob was a pivotal person in all the development activities. His Railways construction experience with men and machines left most of us breathless as we witnessed the transformation of the site and the erection of the first half of the display building.

He always was strong on correct procedure and to the frustration of some never allowed a task to overwhelm him. Railway contractors enjoyed working with Bob as he always ran a safe worksite and a number of rail bridges in the Sydney area bear Bob's construction imprint.

The successful demolition of the tramway waiting shed at Railway Square in 1979 was another of Bob's projects. Many years later it was he who had the patience, persistence and energy to put the jig saw back together as the key feature of our recreation area as it is today.

Until the late 1980s the museum site largely appeared as 'mud and muddle'. Undeterred, Bob forged on and over the years he was the driving force behind the design and construction of the display hall and top shed doors, laying rails and mass concreting those areas.

In the months leading to the opening of the museum's new site in March 1988, there were many activities occurring and Bob was in the thick of them all, taking leave to ensure daily continuity. Most were completed in the nick of time, including the excavation and laying of a 480 metre sewer line in blazing heat and supervising builders on the construction of the workshop building.

Bob never professed to be a numbers man, whether it be tram numbers or with financial matters. He would simply say "have we got the money?" Guess what? The slightest hint any was available would see the job in hand.

Bob was also a great family man. He and his beloved wife, Kathy, were also an integral part of family activities at the museum with the annual members' Christmas day and fireworks nights with both Bob and Kathy the key people in providing salads and operating the barbecue.

Sadly Bob and his young family suffered a great loss when Kathy succumbed to cancer close to ten years ago. Single-mindedly, Bob then set about being the sole parent for each of his three children during their adolescent years.

When Bob learned of his illness more than 18 months ago he became more than ever determined to carry on with his mission at the museum and complete unfinished business. He had such a positive attitude to life and made it clear that he had no intention of fading away without a fight. Never once did he seem to complain about his circumstances and he had no time for those that expressed sorrow for his position.

Relentlessly Bob pursued the availability of surplus concrete and some twelve months ago he embarked on the task of completing the concreting of the depot yard and access to the top shed. This was achieved and there were times when Bob was exhausted by the effort and frustrated as he had to watch others finishing off the work.

Our museum will never be the same again without Bob. His legacy is all around us at the museum and we can take heart that his enormous efforts will never be forgotten.

Bob's funeral at Rookwood Crematorium on 30 December was attended by a huge overflow crowd with a large number of his work friends and sixty museum members and their wives present.

Our heartfelt condolences are extended to his children, Douglas, Luke and Jennifer at this sad time.

## **Museum Events Calendar – 2006**

Bus excursions will be added as the Board approves and other model railway exhibitions added as the dates and our member availability become known.

### **Sunday 26 February – Sydney Vintage Tramway Festival**

Event Coordinator: Frank McQuade

Our annual festival of trams and tramways. Vintage bus rides. Large display of restored Australian and International trams.

### **Sunday 9 April – Back to Brisbane Day**

Event Coordinator: David Critchley

To promote an awareness of our Brisbane trams.

### **Sunday 23 April – Fundraiser for the Prince of Wales Hospital Eye Clinic**

Event Coordinator: district Lions Clubs.

The Museum grounds are being used to raise funds for the Eye Clinic at Prince of Wales Hospital, Randwick.

### **Date to be confirmed – April/May - National Trust Heritage Festival**

Event Coordinator: to be advised

### **Sunday 21 May – 50th Anniversary of the Ampol-Redex Trials**

Event Coordinator: Peugeot Car Club of Victoria

It is anticipated that 60 cars (with TV coverage) will be competing in a 50th anniversary road touring event which will finish at the Museum in the afternoon. 40 cars will be angle-parked in Tramway Avenue with the remainder parked adjacent to the Sutherland sports fields.

### **Date to be confirmed – May – International Museums Day**

Event Coordinator: to be advised

In conjunction with Museums Australia.

### **Saturday 24 June – Trams after Dark**

Event Coordinator: to be advised

Celebrating the winter solstice with tram rides between 4:00pm and 9:00pm, this time on a SATURDAY evening. Floodlighting is provided for night photography so bring your camera and a tripod.

### **Weekend 8 and 9 July – Model and Hobby Show at Clarendon**

Event Coordinator: Paul McDonald

Sales and display stand at the Hawkesbury Model and Hobby Show at Hawkesbury Showground, Clarendon.

### **Date to be confirmed – August – Models and Hobby Exhibition, Newcastle**

Event Coordinator: Paul McDonald

Sales and display stand at the Our Town Model Railway Club's models and hobbies exhibition at Civic.

### **Saturday 16 September – Members and Friends Annual Dinner**

Event Coordinator: Peter Kahn and David Critchley

To be held at Sutherland United Services Club.

### **Long Weekend 30 September to 2 October – Model Railway Exhibition at Hurstville**

Event Coordinator: Peter Kahn.

Sales and display stand at Australian Model Railway Association's model railway exhibition at Hurstville.

### **Sunday 8 October – International Day**

Event Coordinator: Ian Hanson

Showcasing our International trams from San Francisco to Nagasaki and Berlin. Our International trams will run all services during the day.

### **Friday 17 November to Sunday 26 November – COTMA Conference in Melbourne**

Coinciding with the centenary of electric trams in Melbourne. Also visiting Haddon, Ballarat and Bendigo.

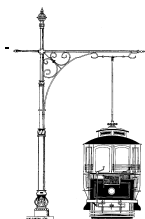
Check the COTMA website for details.

### **Saturday 2 December – Members and Friends Family Christmas Barbecue**

Event Coordinator: David Critchley

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

# SYDNEY TRAMWAY MUSEUM



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

11 February 2006

Dear Members and Friends,

## Capital Re-investment Appeal – National Park Line New Storage Building

As you will see in the accompanying SPER News the Museum is facing an urgent need to re-invest in a major sleeper replacement programme over the next two years if we wish to remain operating on the Royal National Park Line.

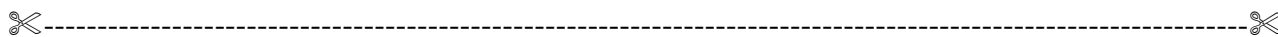
Three members have generously donated \$60,000 to enable us to engage contractors to commence a 1 in 6 replacement programme. This should enable us to re-open the line in the near future. It will be necessary over the next twelve months for us to carry out a further 1 in 6 renewals at an additional cost in the order of \$65,000, and we urgently need a commitment from members and friends for further donations of this order if we wish to continue operations to Royal National Park. Under the terms of our lease it is our sole responsibility to maintain the infrastructure for our accreditation purposes.

Peter Kahn in his open letter in June 2005 sought assistance with funding for a new eight-car storage building at our southern end. Of the approximate \$70,000 minimum needed, one member has recently generously donated \$10,000 which, along with other donations, means we are approaching the halfway mark with under \$40,000 still needed. Your consideration towards this need has now become an urgent matter.

In particular the members who keenly sought our acquisition of two Adelaide H cars need to assist, not only with the building needs as other non-operational cars need to be moved to accommodate the H cars, but with the acquisition and transport costs which in total will be around \$14,000. The funds provided for the surety against these cars come from an unrelated source and need to be used elsewhere in the museum.

The Board will be very pleased with any assistance you can provide towards the above.

Yours sincerely  
Howard R. Clark.  
Chairman



NAME: \_\_\_\_\_ Membership No: \_\_\_\_\_

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

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

Card No:

Name on card: \_\_\_\_\_ Expiry Date: \_\_\_\_\_/\_\_\_\_\_/\_\_\_\_\_

Signature: \_\_\_\_\_ Preferred Project: RNP line / Bldg. / H cars

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## May 21 – Ampol Trial Finish Line, 24 June – Trams after Dark

### J 675 Update

Work on the restoration in Bendigo has been gaining momentum in recent weeks, with two coachbuilders, Luke Jenkins and Dennis Rodda, engaged on body works. All the external side timbers have been installed and the three internal bulkheads using Tasmanian Blackwood have been fabricated and installed. Tie rods have been fitted and works are proceeding on fitting the remaining seat frames. Wayne Taylor has worked out the location of all underfloor equipment, with the air tank to be installed under one of the seats.

Arrangements have been made with United Group Rail, Preston for the wheels to be re-profiled in early May before fitting to the car.

Other works being carried out offsite by Geoff Spaulding and Howard Clark include the finishing of restoration work on the 16 doors for the car, which included dismantling, splicing of new timbers, replacement of some horizontal rails, sanding, re-assembly, fitting of wedges to the joints, removal of paint and rust from the steel door edges, priming and refitting to the doors. Solid Australian Cedar seat ends recovered from N cars have been repaired as needed, sanded and varnished, along with internal electrical duct timbers. Ross Traeger has delivered the new seat bases he made last year and these are being varnished before being sent to Bendigo.

### Royal National Park developments

Howard Clark has had meetings with Park management. A number of new signs will be erected near our terminus to better inform visitors of the location of walking tracks and amenities. These works will coincide with the clearing of dead wattle trees and scrub at the end of the old railway platform. We will be provided with a quantity of crushed sandstone and some bricks to enable us to improve our terminal area. Our need for access to the old shed for passive storage of non operable reserve cars has also been favourably received and it is hoped that arrangements for occupancy can be formalised soon.

### R 1842

Member Chris O'Sullivan has had this car at his parents Kingsford home for more than 30 years. Due to the sale of the property the tram was moved on Tuesday, 18 April 2006. Chris generously donated a quantity of spare parts, including eight R car reversible seats. These and other parts were collected on the previous Saturday. Thanks Chris.

### New Building Fund

As a result of our recent appeals, and excluding any pledges, at 31 March 2006 we now have \$28,700 set aside in this fund. The fund has since grown by around \$2,500. Thanks are due to all those who have generously responded to this appeal. We still need to more than double this sum before we can call upon interested parties to quote on construction works. Bearing in mind our need to house a number of additional cars, including the two Adelaide H cars, by later in the year we need to grow this fund substantially so additional donations by 30 June 2006 would be very welcome.

### Trams at Canberra

The trams donated to the Museum by the Canberra

Tradesmens Union Club need to be moved before 30 June, 2006 to avoid storage charges. We are busy finding suitable homes for them. W2 447 will shortly be going to join 392 at the Glenreagh Mountain Railway. Chris O'Sullivan has generously donated a K 35 controller to the group and they will also take the rather derelict W2 370 from the farm at Robertson as a source of equipment to restore 447 to operational condition.

A member has generously sponsored a five year staged restoration programme for Launceston car No.1, and this car is expected to be moved to Bendigo soon. First works will be on the ex-Brussels truck.

### TMSV Bylands

Due to Council requirements X1 461 and VR 35 needed to be moved offsite by 30 April 2006. 461 will be transferred to Len Millar's property at Newstead. Thanks Len. The other car was offered to Victrack for evaluation as a resource for the possible restoration of a traditional VR style tram for display at Newport. Regrettably this car may now need to be broken up by the TMSV or otherwise disposed of.

### Works Report

Our earthmoving contractor David Cannini commenced excavation of a trench along the footpath in front of the YMCA Building on 14 January in preparation for extending the underground power. He first removed the large cast iron base for a Sydney Municipal Council lamp standard and a redundant steel span pole. The trench was mostly in sandstone and progressed well until the rock breaker broke. We then used the backhoe on the machine to clear the broken rock out of the trench already dug and then excavated the clay bank near the Road 14 point lever. David returned the following Saturday to complete the first trench as far as the Miranda waiting shed. He then dug a trench under the depot access track near the barbecues to extend underground power to a pole nearby. This allowed street lights mounted on two span poles along the access track to be brought into use. Geoff Olsen has run the conduits allowing the trenches to be backfilled. Greg Sutherland is relaying the brick footpath paving in front of the YMCA building and the running of wires through the conduits is progressing. A box has been mounted on a span pole near the site of the proposed Pitt Street crossover to provide power outlets for track welding purposes. It will be supplied by a mixture of underground and aerial wiring.

Further free concrete has been placed around the Road 14 point lever and a redundant timber pole is being removed nearby. The rock retaining wall is being reconstructed behind and near the point lever. Some further concrete was laid adjacent to the side roller door of the top shed.

Also on 14 January 4.8 cubic metres of concrete was purchased and laid in the middle floor slab in the workshop extension on the western side of the track as well as the one metre wide strip along the wall at the northern end. This allowed the final floor slab to be poured on 11 February to complete the floor of the workshop extension.

It was not as straight forward as this might sound. The 8.5 tonne transformer from the Gray Street trolleybus substation had to be moved across the track to the east side and large amounts of accumulated junk had to be relocated before excavation by

hand could take place for the floor slabs. The transformer was rolled across on its wheels pulled by our 3 tonne tree puller normally used to tension the overhead wiring.

The first of the new left hand points for the Pitt Street crossover was basically complete by late December and the second set is being assembled on top of the first one in the area in front of the top shed.

Temporary trolley wire was installed between Cross Street and the south end of the workshop extension over road 4 on 19 April.

### **In the Workshop**

Brisbane centre aisle car 180 was placed on a pair of un-motored W2 trucks on 4 January to make it mobile for forthcoming moves while its own trucks are dismantled. The four wheel sets from the car were taken to Zig Zag by Tom Tramy on 8 February for re-profiling to correct the worn flanges. These will be done as time permits.

Bill Parkinson dismantled the second traction motor and found that the ground fault was in defective insulation in the inter-pole connecting cables. These were replaced with new ones, the motor cleaned with solvent, revarnished and re-assembled.

Douglas Cowing arranged for new brake shoes to be cast for P class 1497 and C class 29 and the new shoes were fitted to 29 on 21 January.

New coupler sockets were cast for ballast motor 42s and new steel was purchased for the coupler shafts. Warren Howlett, Terry Thomas and the weekday crew have now fitted the new couplers, brake valves at both ends, one controller, the brake cylinder, air tank and the brake lever and rod to connect the cylinder to the existing brake rigging. This was to replace equipment removed many years ago by the Railways as they only used the car's handbrakes as the service brake when it was in use as an overhead line car. An air hose has been used to successfully test the air brakes on the car. The milling machine was set up on 21 January by the weekday crew and has been used to modify an R1 brake lever for use on 42s.

The weekday crew have also repaired the damaged cast iron tramway signal column from King Street in the City. Two lengths of overhead troughing from Ultimo Depot have been cleaned and varnished in preparation for erection over Road 12 in the top shed. Two Melbourne No.15 trucks and one No.1A truck were taken into the workshop for testing and evaluation purposes. All are now back outside.

On 25 March Brisbane 180 was moved into Road 6 in the display hall and ballast motor 93u was put in its place on Road 10 in the workshop after its deck was cleared of stored materials including two overhead inspection towers. 42s was moved out onto the traverser and Albion double deck bus 1615 was driven down from the top shed and reversed through the side door of the workshop. It was positioned on Road 9 and the two overhead cranes were used to lift the top deck off and place it on the deck of 93u. The now single deck 1615 was returned to the top shed. Craig Parkinson has been stripping the seats, lining and external sheeting in preparation for the deck removal. The bus was driven to Wollongong where Craig will renovate the bottom deck in the large shed behind his home. The bus left the museum around 4:00am on 20 April. Once completed, the top deck will follow for similar treatment.

A bad fuel leak caused by a broken glass bowl on a fuel pump was repaired on the Fiat tractor and new batteries have been purchased and fitted to the three forklifts. Chris Olsen repaired a flat tyre on the No.1 forklift.

### **Melbourne Z2 car 111**

Melbourne Z2 111 has been moved to the workshop annex to undergo evaluation with a view of restoring the car to its original M&MTB orange colour scheme. The work commenced on 11 March and a team of several members are involved in the restoration of this tram..

Bill Parkinson removed non-original roof advertising blocks and gutter railing and removed windows so that repairs to badly

corroded pockets could be carried out. Some panel beating of minor dents was also undertaken and loose panels re-riveted. Frank McQuade did some oxy welding of rusted sheet metal around two window openings. Work is progressing on the filling, sanding and undercoating of the car. Ian Hanson is being assisted with preparation for painting and applying undercoat by junior members Josh Dreves, Mitchell Skillcorn, Sam McGuinness, Kaine Treleavan and Robert Norton.

The tram has been washed down and rubbed back in preparation for undercoating, beginning with the roof.

111 is being repainted in the original colours of Oriental Gold (roof colour), String (upper body panels), Marigold (lower panels) and Cocoa Brown (skirting and bogies). The original colour scheme embodying four different colours on the exterior was quite revolutionary for its time. In other words, a mix of popular colours in vogue in the 1970s.

Whilst it may have been simpler to repaint 111 in its MET green and yellow, the possibility of repainting it in the original colours was simply too good to overlook.

Locating the correct shades has been a long-winded process. A marine paint manufacturer supplied the museum with a factory made orange which was adjusted to match the original. Some old formulas from Dulux enabled other colours to be tinted and the TMSV assisted us with yet another colour!

### **Green Thumb Department**

Over the past few months a considerable improvement has been noticeable in the appearance of the museum grounds. Ian MacCowan has transformed the bank along the side of Tramway Avenue near the Display Hall by removing the existing planting and providing new native plants and mulch as well as providing planter boxes along the picket fence and ramp to the display hall entrance. Eva and Ted Gay have removed weeds and planted native plants in the strip of garden along the highway boundary fence near the museum entry gates, making a big improvement to the appearance of the site. Andy McDonald continues the weed war around the top shed and elsewhere. Grahame Russell mows the grassed areas while Hayden Holmes, Mitchell Skillcorn, Sam McGuinness and Josh Dreves have trimmed overhanging branches along both main lines.

### **New Members**

We welcome the following new Friends to our ranks:

2596	Matthew Randall	Miranda NSW
2597	Robert Norton	Heathcote NSW
2598	Satoshi Ochiai	West Ryde NSW

### **Lunch Cruise – Saturday 16 September**

‘Where Ferries met the Electric Trams’

It has been many years since the Museum has held a tour or function away from Loftus. The Museum was both a pioneer and leader in arranging and running tramway and railway enthusiast tours, especially in the 1950s and 1960s. This year's Annual Dinner takes us back to those days, with a Sydney Harbour Lunch Cruise on Saturday, 16 September.

Our transport will be the heritage Ferry ‘Proclaim’ built in 1939 for Nicholson's Ferries. ‘Proclaim’ is a double deck timber vessel featuring plenty of gleaming woodwork and polished brass. The boat has a fully stocked bar and tabled seating for up to 130 passengers.

The cruise will start at Convention Jetty, Darling Harbour at 11:30am and return at approximately 3:45pm. After passing Pyrmont Bridge, we will cruise the Harbour visiting or passing as many wharves as possible where trams met the ferries. Included in the tour is a Hot Buffet Lunch and a Cash Bar will be operating on the fully licensed ferry.

The fare for the cruise is \$60.00 per person, but if you book and pay by 18 August you will get a \$10.00 per person discount. The fare includes historical notes and commentary. Drinks can be purchased from the bar on board. Bookings close on Friday, 8 September and there is no refund if cancelling within 7 days of the cruise. Enquiries should be directed to David Critchley up to 9:00pm on phone (02) 9545 4406.

## **Museum Events Calendar - 2006**

Note this calendar has been changed since the last issue of SPER News

### **Sunday 21 May – Ampol (Redex) Trial Finish Line**

Event Co-ordinator: John McFadden

The AMPOL (former REDEX) trial will finish at the Museum at approx 2:00pm that afternoon. This is the 50th anniversary of the famous trial and will provide a great avenue for good publicity for the Museum. Expected 60 cars plus media.

### **Sunday 28 May – Great Train Festival at Mount Victoria**

Event Co-ordinator: Paul McDonald

Sales stand at Mt Victoria.

### **Saturday 24 June – Trams after Dark**

Event Coordinator: Don Campbell

Celebrating the winter solstice with tram rides between 4:00pm and 9:00pm, this time on a SATURDAY evening.

### **Saturday 1 July to Sunday 16 July (inclusive) – School Holidays**

### **Weekend 8-9 July – TRAK Hawkesbury Model and Hobby Show**

Event Co-ordinator: Paul McDonald

Sales Stand at Clarendon.

### **Sunday 20 August – Proposed Celebrations for N 728 and Sutherland Shire Centenary**

Event Coordinators: Peter Kahn and David Critchley

Details to be advised. Centenary of Sydney N class 728 (1906-2006).

### **Weekend 26-27 August – Models and Hobby Exhibition Newcastle**

Event Coordinator: Paul McDonald

Sales and display stand at the Our Town Model Railway Club's modelling exhibition at Broadmeadow.

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Event Coordinators: Peter Kahn and David Critchley

Lunchtime Harbour Cruise using an historic ferry to visit all wharves on Sydney Harbour where trams met ferries.

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Event Coordinator: David Critchley

To promote an awareness of our Brisbane trams and re-entry into service of 'Dreadnought' 180.

### **Saturday 30 September to Sunday 15 October (inclusive) – School Holidays**

### **Long Weekend 30 September to 2 October – Model Railway Exhibition, Hurstville**

Event Coordinator: Peter Kahn

Sales and display stand at Australian Model Railway Association's model railway exhibition at Hurstville.

### **Sunday 8 October – International Day**

Event Coordinator: Ian Hanson

Showcasing our International trams from San Francisco to Nagasaki and Berlin. Our International trams will run all services during the day.

### **Weekend 14-15 October – Transport Signals & Communication Museum, Kurrajong**

Event Coordinator: Paul McDonald

Details to be advised – Sales Stand at Kurrajong

### **Friday 17 November to Sunday 26 November – COTMA Conference, Melbourne**

Coinciding with the centenary of electric trams in Melbourne. Also visiting Haddon, Ballarat and Bendigo. Post conference trip to Portland Cable Cars. Check the COTMA website for details – <http://members.optushome.com.au/cotma/>

### **Saturday 2 December – Members and Friends Family Christmas Barbecue**

Event Coordinator: David Critchley

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

### **Friday 22 December to Sunday 28 January (inclusive) – School Holidays**



**SYDNEY TRAMWAY MUSEUM**  
**Tour Booking Form**

*'Where Ferries Met the Electric Trams'*  
*Sydney Harbour Lunch Cruise*

Saturday, 16 SEPTEMBER 2006  
Commencing at 11:30am

Members, Friends and guests are invited to join us for Lunch aboard the historic Ferry 'Proclaim' (1939) as we explore the many wharves around Sydney Harbour where Ferries connected with Trams. Pass through the open Pyrmont Swing Bridge, view Erskine Street and Darling Street wharves, see where our K class trams connected with ferries at Neutral Bay and pass the many places around the Harbour where tramways were close to the waters edge.

Inclusions:

- Four Hour Cruise on the heritage Ferry 'Proclaim'
- Hot Buffet Lunch
- Fully Licensed Bar
- Historical Commentary and Notes



Don't miss this once in a lifetime chance.

*Book and pay by 18 August and get a \$10.00 per person discount on the fare.*  
All are welcome. Why not make it a family day out?

Cost: \$60 per person (or \$50.00 if paid by 18 August)    Last Bookings – Friday 8 September 2006  
Excludes all drinks    Mail to: P.O. Box 103, Sutherland 1499  
Dress – Neat Casual    or Fax – (02) 9545 3390

*NB – No refund if cancelling within 7 days of Cruise*



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Please return this section with your Payment

Please book ..... places for the Sydney Tramway Museum Lunch Cruise in the name of

Name: .....

Address: ..... Postcode: .....

Telephone Contact: ( ) ..... E-mail: .....

I enclose a Cheque/Money Order payable to **South Pacific Electric Railway** for \$.....

**or** please debit my Bankcard / Mastercard / Visa Credit Card for \$ .....

-     -     -

Cardholder's Signature: ..... Expiry Date: ...../.....

Please send reply to:                    Sydney Tramway Museum Ferry Cruise  
   PO Box 103  
   Sutherland NSW 1499

# 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

## Trams After Dark – Saturday, 24 June 2006

### Notification to members – Changes to Operating arrangements from 1 July 2006

As a condition of renewal of our Accredited Status as a Rail Operator the Museum has been required to comply with National Standards for Health Assessments of Rail Safety Workers. This involves completion of documentation identifying the various risks associated with our day to day activities, addressing those risks and putting in place appropriate risk control procedures to mitigate against those risks.

For operations to continue after 1 July 2006, the museum has been required to contract an appropriately qualified health professional/s, who is familiar with our operations, to carry out the designated level of health checks to meet the requirements. In summary this means the following:

- NO MEMBER OF OUR TRAFFIC STAFF CAN BE APPROVED TO PERFORM THEIR NORMAL DRIVING OR CONDUCTING DUTIES AFTER 30 JUNE 2006, UNTIL THEY HAVE UNDERGONE THESE MEDICAL TESTS.
- AS A RESULT OF THE ABOVE, THERE WILL BE NO TRAFFIC ROSTER DRAWN UP FOR STAFF FROM 1 JULY 2006
- TRAFFIC STAFF WILL BE CONTACTED INDIVIDUALLY BY HAYDON HOLMES OR JOHN McFADDEN TO EXPLAIN THE MEDICAL REQUIREMENTS AND PROVIDE THE NECESSARY SELF QUESTIONNAIRE FORMS FOR COMPLETION AND DELIVERY TO THE HEALTH PROFESSIONALS AT THE TIME OF YOUR APPOINTMENT.
- MEDICAL ASSESSMENTS COMPLETED BY THE DOCTOR WILL REMAIN CONFIDENTIAL AND WILL NOT BE PROVIDED TO THE MUSEUM. The Doctor will simply provide a signed form for retention at the Museum, confirming the results of fitness for duty.
- IT WILL BE NECESSARY FOR A NUMBER OF STAFF TO HAVE THESE EXAMINATIONS PRIOR TO 30 JUNE 2006, IN ORDER TO ENSURE WE DO NOT SUFFER DISRUPTION TO OUR OPERATIONS.
- THE SUTHERLAND MEDICAL CENTRE at 2/800 Old Princes Highway, Sutherland, (next to Westpac Bank) HAS BEEN NOMINATED AS THE CONTRACTED MEDICAL PRACTICE.
- THE COST OF THE MEDICAL WILL BE BILLED DIRECTLY TO THE MUSEUM AND MEDICARE CARDS WILL NOT BE REQUIRED. It is hoped that as many members as possible will assist the museum with this cost by making a contribution gift to the museum.
- GENERALLY IT IS EXPECTED THAT MEDICALS WILL TAKE LESS THAN 30 MINUTES, BY APPOINTMENT BETWEEN 9am and 5pm ON WEEKDAYS. TIMING OF THESE APPOINTMENTS WILL BE CO-ORDINATED BY HAYDON AND JOHN. No blood testing or ECG is currently envisaged as part of this procedure.
- IT WILL BE NECESSARY TO INTRODUCE ADDITIONAL RISK CONTROL MEASURES FOR THE OPERATION OF ALL TRAFFIC CARS, IN ORDER TO SATISFY A CATEGORY 2 RISK RATING FOR OPERATIONS. These have yet to be finalised, which may require an additional staff member on each operating car. Without these additional measures the museum would face many other additional and potentially expensive steps to continue operating, including a much more rigorous medical examination for staff under a higher risk category rating.
- PLEASE BE ASSURED THAT THE MUSEUM HAS NO ALTERNATIVE UNDER PRESENT LEGISLATION THAN TO PROCEED WITH THE ABOVE. This may present some disruption to your willingness to carry out your normal desired volunteer traffic duties in the intervening period. This is regretted, but in the circumstances cannot be avoided.
- TRAFFIC STAFF WILL BE ADVISED in a later advice, OF THE CHANGED OPERATING REQUIREMENTS for individual trams, IN ORDER TO IMPLEMENT THE NECESSARY RISK CONTROL MEASURES.

### Operations meeting

An Operations meeting will be held at the museum at 10:00am on Saturday 17 June 2006. Please try to attend as there are a number of important issues to be discussed.

### Old National Park site shed

A draft license agreement for use of these premises has been drawn up by National Parks & Wildlife Service to use the building for passive storage purposes for a five year period from 1 July 2006. Before we can

move any items to this location we will need to remove a great deal of rubbish from the building, and level the interior to allow track panels to be installed. It is hoped that these works can proceed once we gain access.

### **New Building Fund**

Gifts towards this have now exceeded \$42,000, which has been put aside for this purpose. It is hoped that in the next few weeks as 30 June approaches that we can reach \$55,000 so that we can confidently seek tenders from interested builders. It should be remembered that this building will need to be started before the end of the year to allow for accommodation of the two H cars, as well as 11W, and the return of operating cars currently stored at Preston.

### **J car 675**

Works on this car have progressed well in Bendigo. The structural body work and fitting of new internal bulkheads and seat backs, and side panelling has been completed. John Penhall and Wayne Taylor from Bendigo visited Sydney in May to collect all the doors, etc. which had been restored offsite, along with the new seat bases and other parts for fitting to the car. The Brill 21E truck has been returned to Bendigo from Preston Workshops after wheel turning, for installation under the car.

### **New Heritage Grant**

We received a visit from Paul McLeay MP, State Member for Heathcote, on 18 May 2006 to announce that the Museum had been successful with our application under the 2006-2008 NSW Heritage Incentives Program for a \$40,000 grant towards the restoration of D car 107 to operating condition, and the restoration for display purposes of C car 33 to its experimental 1907/8 status as a double deck car.

Contracts are expected to be signed later in the year with works to be conducted by June 2008. Although the amount sought was \$50,000, this is nevertheless good news, confirming our status as a key protector of movable heritage in NSW.

### **O car 957**

With external works on J 675 now finished, we have secured assistance from Geoff Spaulding to finalise body restoration of this car which is being done in situ at the back of road 5. Already the profile cutting of the remaining roof ribs and a number of damaged roof boards have been replaced. Tom Tramby and Howard Clark have moved a lot of items stored beside the car, and the centre saloon has also been largely cleared to allow access to the vented roof. The materials for this work have been rediscovered buried in the workshop timber rack where they have remained for more than ten years, since works were last conducted on this car.

### **Offsite tram moves**

Ex M&MTB Q139 moved from Canberra to Newstead on 2 May, Launceston #1 to Bendigo on 9 May, R 1819 to storage at Australian Train Movers on 7 June and W2 447 on 9 June, for scheduled delivery

to Glenreagh on 19 June. This just leaves VR cars 48 and 49 to be moved in the coming weeks.

Melbourne X1 class 461 was moved from Bylands to Newstead on 2 May and VR 35, as part of a potential arrangement involving Victorian division of the Australian Railway Historical Society and Bendigo Tramways, was rescued from Bylands and transferred to Bendigo on 23 May.

### **Works report**

Work has continued on fabricating the second set of left hand points for the new trailing crossover to be located north of the Pitt Street level crossing. It has been assembled on top of the first set in the yard of the top shed where power is available for welding. A new connecting box between the cast blade units had to be made to house the cross rod and the cast socket for the point bar to operate the points.

Each set will remain in two sections to facilitate handling and will be welded together when put into their final positions. On 3 June 2006 99u was used to move rails north of Pitt Street. They were placed to form a 'cattle grid' type level crossing so forklifts and trucks can cross the eastern track to access the road bed of the western track. Five of the six track panels from the dismantled western track were dismantled near the first curve and the sleepers were stacked. The rails were placed along the eastern track ready for reuse.

On 13 May, 0.6 cubic metres of free concrete was received. A further 0.8 cubic metres was received on Wednesday 31 May and was laid by Tom Tramby and Vic Solomons. These pours were placed near the side roller door of the top shed.

### **Car news**

On 6 May 2006 some shunting saw 93u, with the top deck of bus 1615 on board, returned from the workshop to the back of road 7 in the display hall. While the space was clear, Geoff Olsen took the opportunity to use the tower wagon to replace a defective light above road 7.

W2 249, which has worn wheels, entered road 10 (the western road in the workshop) and had its bogies disconnected in preparation for a bogie swap with SW2 432, which has good wheels. This had to happen in two stages as we only have one set of jacks and can only lift one tram at a time. The first lift took place on Wednesday 10 May with the body of 249 being lowered back onto a pair of unmotored W2 trucks previously brought down from storage at North Terminus. SW2 432 then entered road 10 and the jacks and beams were set up. Under normal circumstances the lift and the placement of 249's trucks under 432 would have been completed the same day. Time ran out as the motor lead connections on 432 were badly corroded and 432 could not be moved without dismantling all the jacking gear. As it was too risky to leave 249 outside until Saturday, it was placed at the front of road 12 in the top shed, this being the only covered track space available at short notice. On the Saturday, 432 was lifted and placed on the trucks from 249, reconnected and driven out ready for traffic again.

Melbourne Z2 car 111 then entered road 10 for continuation of the painting being done by Ian Hanson and his assistants. Whilst working outside the workshop extension they had been frequently interrupted by shunting operations. The roof has been completed and the 'string' colour around the windows is nearing completion. The first coat of orange below the windows has been applied. The bogies and some of the undergear have been painted brown.

Completion of this work will see the car in close to its original condition. The main differences will be the lack of the conductor's desks originally fitted to the Z class which have been replaced by seating, the retention of the dot matrix destination signs which were originally of the flip-over type, and the retention of the one pane windows in front of the side destination boxes.

On 17 May two new cab roofs for ballast motor 42s were received from a joinery works engaged to carry out this work. Geoff Spaulding has subsequently replaced the round head screws with flat heads so the screws will not be visible through the canvas when applied. One of the finger joints broke and Geoff is repairing it in a more substantial manner.

### **General**

Tom Tramby has donated a quantity of useful items including tools, paints, tyre repair kits and assorted hardware.

Our green thumb crew (Andy MacDonald, Ted and Ieva Gay, and Ian MacCowan) continue to do an excellent job with ground maintenance.

### **Epaulettes for Traffic staff**

Hayden Holmes has a limited stock of epaulettes with the wording 'Sydney Tramway Museum'. If any traffic staff member wishes to purchase them, they are \$15.00 per pair. Phone Hayden on 0416 069 161 or see him when he is at the Museum.

### **Caps and Shirts for Traffic Staff**

Since the earlier makers of our traffic caps, Keepshape, closed, a new supplier, Hills Hats of Wellington, New Zealand has been successfully trialled over two orders. Their price, including freight

for minimum batches of five, is \$75. This is significantly lower than the price previously paid. We are grateful to David Critchley whose NZ contacts helped locate this firm.

Your cap measurement in centimetres is required and Peter can assist with this.

Caps are passed to members at the cost paid to the suppliers. Peter's numbers are (02) 9387 3626 and 0408 938 747.

Orders are now taken by Peter McCallum, and he will contact those who have ordered them when they arrive.

Peter would prefer that you wait for your cap before reimbursing him.

Our traffic shirts have been difficult to obtain but our suppliers for several years, Western Workwear of Campbelltown, have succeeded in gaining a number of long sleeve shirts, complete with epaulette tags, in the following sizes, S, M, L, XL 2XL, 3XL, 4XL and 5XL. Limited numbers of short sleeved shirts are available only in M, 3XL, 4XL and 5XL. Both styles are priced at \$20 plus GST.

Western Workwear are located at 14 Watsford Road, Campbelltown, telephone (02) 4628 3669. Delivery can be arranged for an extra cost. Alternatively, Peter McCallum is venturing to Campbelltown in late June and is happy to purchase shirts for members.

### **More on Traffic staff uniform items**

Hayden Holmes has identified another workwear and uniform clothing supplier. It is called 'Strictly Workwear' and is located at Unit 5, 79 Boundary Road, Mortdale. It is a factory seconds and discontinued lines outlet, so not all sizes may be available. They can take orders and are usually open on Mondays from 9:00am to 5:00pm, Fridays from 9:00am to 5:00pm and Saturdays from 9:00am to 12 noon. It is best to call them before you go, to make sure they will be open. Telephone 0418 443 448.

Prices are very reasonable. Tell them you are looking for dark brown trousers/shorts and light brown shirts, with or without epaulettes.

## **Museum Events Calendar - 2006**

### **Saturday 24 June – Trams after Dark**

Event Coordinator: Don Campbell

Celebrating the winter solstice with tram rides between 4:00pm and 9:00pm, this time on a SATURDAY evening.

### **Saturday 1 July to Sunday 16 July (inclusive) – School Holidays**

### **Weekend 8-9 July – TRAK Hawkesbury Model and Hobby Show**

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To promote an awareness of our Brisbane trams and re-entry into service of 'Dreadnought' 180.

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Coinciding with the centenary of electric trams in Melbourne. Also visiting Haddon, Ballarat and Bendigo.

Post conference trip to Portland Cable Cars. Check the COTMA website for details –

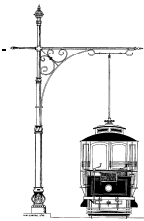
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### **Saturday 2 December – Members and Friends Family Christmas Barbecue**

Event Coordinator: David Critchley

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

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# Sydney Tramway Museum

Owned and Operated by the Volunteers of the  
South Pacific Electric Railway Cooperative Society Ltd  
ABN 70 329 300 628

Corner Pitt Street & Rawson Ave (Old Princes Hwy) Loftus NSW  
PO Box 103 - Sutherland NSW 1499 - Australia  
Phone: (+61 2) 9542 3646 Fax: (+61 2) 9545 3390

12 June 2006

## **GIFT APPEAL** **Ongoing National Park Line Re-Investment and other Capital Needs**

Dear Members and Friends,

Our new building fund has now exceeded \$42,000 in gifts which have been set aside.

To be in a better position to seek tenders for this building we need to see this grow to at least \$55,000 in the next couple of months, towards a minimum cost of around \$80,000.

This building will need to be started before the end of the year, to allow at least for re-arranging space for the accommodation of the two H cars for which a gift of \$7,000 has been received from one member. We also have a number of operating cars stored offsite at Preston, including 11W which will also need to be moved in due course.

In the next twelve months we will also need to meet \$65,000 in expected costs for the second phase of the sleeper replacement program.

Restoration works have re-commenced on O car 957, and finalisation of J 675 in Bendigo is still proceeding. Later in the year we will also need matching funds to kick off the Heritage grant program with D 107 and C 33, so there is plenty on our plate

The fit-out of the YMCA building ground floor retail and kiosk is also in need of support.

If you are in a position to assist with any of the above, we shall be pleased to receive your gift.

Kind Regards and Thanks,  
Howard R. Clark OAM.  
Chairman



NAME: \_\_\_\_\_ Membership No: \_\_\_\_\_

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

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

Card No:

Name on card: \_\_\_\_\_ Expiry Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

Signature: \_\_\_\_\_

Preferred Project: Sleeper Replacement / Building Fund / Car Movement / YMCA Fit-out

# 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

## Lunch Cruise 16 September – Back to Brisbane Day 24 September

### Lunch Cruise

Our Lunch Cruise will start and finish at Convention Wharf / Jetty, Darling Harbour. This wharf is in the south west corner of Cockle Bay, adjacent to the Sydney Convention Centre. Easiest public transport access is on the Light Rail or Monorail! Alight at Convention Stop, cross Darling Drive, walk between the Convention Centre and Harbourside Shopping Centre and the wharf is directly ahead.

Departure time is 11:30am with a return about 3:45pm. If you have booked, your ticket(s) are included with this issue of SPER News.

### Old site

In preparation for the re-use of the former National Park museum building for passive storage of non operational cars, the National Parks and Wildlife Service provided assistance on three Wednesday working bees in July and August to remove accumulated rubbish and materials from the building. Three or four of the park rangers were present each day with a small bobcat and a large tip truck which made the task a lot easier. Several truck loads were taken to the Menai tip. Two large scrap metal bins were filled and a small mountain of scrap metal remains, along with another large pile of scrap timber. Vic Solomons, Tom Tramby, Greg Sutherland, Howard Clark, Peter Held and Alex Foot assisted in the process.

We are grateful to the RNP staff who provided us with morning tea each day. The earth floor of the building was roughly leveled using the bobcat and is now ready for the laying of track panels once the final paperwork for our occupancy is completed and we are given formal access. Whilst the roof of the building is in poor condition with a number of large holes from tree branches and a multitude of rust holes, generally the interior was reasonably dry in the wet weather we experienced there on our last visit and will be an ideal repository for the two R cars outside the waiting shed along with C 12 and K 1295, which will free up space in the top shed.

### Adelaide H cars 357 and 358

Trans Adelaide have advised that these cars will be available in late October. These cars were the last conventional cars in service and along with 364 (bound for St. Kilda) ran for the last time on August 7, although they will remain available for use in the event of an emergency.

A member has generously donated funds to assist with the transport and housing of one car, however we are still seeking sponsor/s to the extent of \$7,000 from those who expressed a strong desire to obtain two H cars for the Museum.

### Sydney C 33 and D 117

We have now received the formal go ahead from NSW Heritage to commence restoration works on these two cars. 117 will be moved to the display hall by October in place of Brisbane 71 to promote its restoration pending the completion of 42s in the workshop, whilst 33 will be sent to Bendigo for works to be commenced on the body once 675 is finished.

### New Building

Our new building fund now stands at \$50,000 of the target \$80,000 and additional donations are urgently needed to allow us to further progress this project. We face a critical need for additional covered storage, once the H cars arrive on site not to

mention other pressures to return other cars from external storage to Loftus.

### Trackwork

Preparations continue for the reinstatement of the western track north of the Pitt Street crossing and for the provision of a trailing crossover about 50 metres north of the crossing for terminating National Park services.

A number of old parallel chord trusses made from heavy angle iron were brought down from the storage area at Loftus Junction and have been cut up for steel 'sleepers'. Some of the angle iron was less than the length required for sleepers and have been welded together to provide the correct length.

Lengths of rail were placed in the 'four foot' of the eastern track at Pitt Street to form a 'cattle grid' type level crossing so forklifts could access the western track bed.

The last old track panels were broken up, the timber sleepers stacked and the rails placed on the edge of the eastern track ready for re-use.

This allowed the first of the new left hand points to be moved by forklift on 23 July from the top shed yard where it was fabricated, to its position on the western track bed. It was followed on 8 July by the second set which has been placed beside the eastern track on the Rawson Avenue side. Peter Charrett and Bruce Worthington have surveyed and pegged the centre-line for the new track..

Our earthmoving contractor, David Cannini, excavated a trench up the middle of the 'six foot' for the extension of underground 415/240 volt power for track welding purposes. Conduits with draw wires in them have been placed and the trench backfilled. Greg Sutherland has been bricking up two pits for access to the conduits.

On 5 August David excavated a trench under the eastern track. A drainage pipe was laid to drain the track bed to the gutter of Rawson Avenue and the trench was backfilled. This is the first of several similar drains that are required to drain the track-bed.

The 'cattle grid' was relocated to the first curve on the way to Sutherland on 19 August to allow vehicular access from the north end of the works as it would no longer be available from the Pitt Street end once track laying commenced. As one wag said, traffic staff are requested to only drive on the shiny rails!

On 26 August two 24 metre lengths of welded rail were put in position on the western track and the joints were welded at the Pitt Street crossing. The rails were then gauged and clamped in position using 10 new combination gauge bar / clamps made by Mike Giddey from surplus hollow square section steel. These are placed on top of the rails, keep them in gauge and use a hardwood wedge on each side to clamp the rails against the gauge lugs. Steel 'sleepers' were clamped under the rails and a final alignment was done using a string line. The sleepers were then welded to the rails and the clamps were removed.

### Head Office (YMCA building)

On 8 July David Cannini excavated a trench through rock in the ground floor of the YMCA Building for a sewer pipe. This was laid and the trench backfilled. He returned on 5 August and levelled the ground floor area inside the building while the green forklift was busy moving many pallets of bricks out of his way. This is in preparation for concreting of the floor.

Greg Sutherland has continued levelling and relaying the brick footpath that had been previously lifted in conjunction with the construction of the YMCA building. On 12 August a quantity of bricks matching those used in the footpath were moved from Loftus Junction to Greg's worksite. The rock retaining wall at the south end of the YMCA is also being reinstated after partial removal some time ago.

On 5 August, Tom Tramby used the yellow forklift to lift a spare W2 bogie from the bogie track. It was taken into the workshop and lifted onto a tilt-tray truck with one of the overhead cranes. It was taken to Mario Mencinger's Australian Train Movers base for transport to Glenreagh with the body of ex- Canberra W2 body No. 447 The W2 body and bogie went north to Glenreagh and arrived on 7 August.

A clean up of the old site was carried out in conjunction with the National Parks and Wildlife Service on 25 July and 30 August. Bill Parkinson fitted new brushes to the electric jackhammer. Ian Saxon has fixed some drainage grates in the traverser pit that were never properly finished.

### Sydney J 675

Excellent progress is being made in Bendigo on the restoration of the car. Muslin and canvas have been fitted to the top vented section of the roof. Due to the deteriorated state of the muslin under the main roof canvas, which also needed some repairs, it was decided to remove the old materials, sand the roof and fit new muslin and canvas to the whole roof. Luke Jenkins and Dennis Rodda have been conducting the works. They have also laminated the curved end bow rail fascias for fitting to the roof once the canvassing is finished.

The door mechanisms have all been overhauled by Wayne Taylor and fitted to the car. This work included the replacement of worn runner wheels with new nylon runners, the manufacture of fittings and fitting of wires to allow the doors to be operated in tandem. A pair of doors has been test fitted.

Bill Jolly has wired up the bell circuits and some of the internal light wiring. The ceiling paint has been scraped back ready for undercoating and the seat bases, frames and backs have been French polished, External mouldings and bases for the bell buttons have been fitted. New bell buttons have been fabricated out of plastic by Wayne, replicating an original and the cover shells have been cast in brass. Internal advertising panels are being cleaned up and the truck is ready to fit under the car, once roof works are complete.

### Melbourne W2 249

The first bogie has been painted after a thorough cleaning and partial disassembly and the second is nearing completion. 249 entered the workshop on 8 July in place of Z2 111 which was out-shopped the same day. Work has been stopped on 249's bogies as extra work is planned to improve the condition of the wheelsets in the bogies. Once 180 is completed work will recommence on uprating the bogies for 249.

### Brisbane Centre-Aisle 180

The 39E trucks for 180 have been moved back into the workshop and the trucks from 249 have been moved and stored elsewhere within the workshop.

The return of 180's wheelsets from the Zig Zag Railway's workshop is imminent and refitting them will take priority over 249 so as to have the tram available for the summer.

### Sydney O 957

Geoff Spaulding and Howard Clark have been working on the roof of this car in situ at the back of Road 5. Damaged roof boards have been replaced and the roof edge mouldings and fascias fitted. The roof is to be sanded next before it is re-canvassed. A heavy work bench was relocated from the workshop for Geoff to use and required the emptying of all trams on Road 3 to get it there.

### Melbourne Z2 111

This car was ready to return to service on 15 July in its

original striking orange, cream and brown colour scheme after a big effort by Ian Hanson and his helpers. Well done, team!

Ian held a barbecue for his work team on 2 September and the tram was decorated for the occasion by our young members with some balloons and streamers. Mitchell and Kane made a cake in the shape of a Z car, well, in sort of a Z car shape, but it tasted good!

Following a final inspection and sign-off, 111 made a photographic run to the National Park during the afternoon and re-entered service on 3 September.

### Sydney 42s

The two new cab roofs have been fitted and new back-boards made to mount the circuit breakers and switches. The south end cab has had its apron fitted by using the aprons recovered from the now dismantled C29 replica previously at the Eastern Suburbs Leagues Club. Air plumbing is now well advanced, the compressor governor has been fitted and four new motor lead connection boxes are ready for installation. A set of resistance grids have been selected and several junction boxes are being prepared for re-use. A second controller is now ready for installation. Octagonal pieces of timber have been cut for the trolley base mounting.

### Sydney PR1 1573

The interior of this car has been cleared of stored materials by our younger members who are keen to assist with the restoration of this car when it gets its turn in the workshop. On 12 August road 13 in the top shed was emptied for the first time in many years. This allowed Bill Parkinson to retrieve some equipment from the rear pallet racking and for 1573 to swap places with Kalgoorlie 22. Overhead line car 99u moved to road 12 and for the first time all the overhead equipment is now located in one place.

The opportunity was taken to sweep and vacuum the top shed yard and road 13 during the day.

### New Members

We welcome the following new Friends to our ranks:

2599	Jonathan Bolton	Annandale NSW
2600	Rika Bolton	Annandale NSW
2601	Oliver Bolton	Annandale NSW
2602	Gemma Bolton	Annandale NSW
2603	E. Steve Filis	West Footscray Vic
2604	Steve Norton	Heathcote NSW
2605	Corrie Norton	Heathcote NSW
2606	Susan Norton	Heathcote NSW
2607	Beryl Doyle	Redlands Bay Qld
2608	Glenreagh Mtn Railway	Glenreagh NSW

### Cap Badges

Orders for Museum cap badges are now being taken. The price is \$12.

Please advise Greg Sutherland in writing to the museum's postal address or by email (no verbal orders will be accepted) or fax 9337 4702 with the following information:

Full name  
Membership Number  
Phone Number  
Email address (where applicable)

Orders will NOT be accepted after 15 October.

### New in the Bookshop

Our video, *Shooting Through*, is available on DVD with the addition of a couple of very short scenes of the light rail and the museum. Price is \$26.95 purchased on site. Postage is extra.

David Keenan's *Eastern Lines* and *North Sydney Lines* have been reprinted and are available at \$26.95 and \$29.95 respectively. Again, postage extra.

Also available is *Fares Please*, a two part spiral bound volume by Bob Merchant and Richard Peck on the bus tickets of country operators in NSW priced at \$50 the pair.

Topmill's tramway calendar for 2007 is also in stock.



# 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 Day 2 December 2006

### Board changes

Hayden Holmes has accepted the position of Operations Manager. David Rawlings stepped down from the position after a record term of 39 years on the Board.

David was appointed Overhead Supervisor in the early sixties and was elected to the Board in June 1967. He replaced Bob Merchant as General Manager in June 1969, and became Operations Manager about 1975 when a restructuring took place. Well done, David!

### New Shareholder

We welcome the following new Shareholder to our ranks:

667 Olsen, Valerie J. Engadine NSW

### New Friends

We welcome the following new Friends to our ranks:

2609	Mann, John C.	Cronulla NSW
2610	Nickal, Rainer	Oatley NSW
2611	Millington, Paul M.	Salamander Bay NSW
2612	Millington, Julie	Salamander Bay NSW
2613	Fox, Ian M.	St Peters NSW
2614	Gribble, Paul E.	Ingleburn NSW
2615	Egan, Robert J.	Sylvania NSW
2616	Evans, Christine	Long Jetty NSW
2617	Evans, Leisa	Long Jetty NSW
2618	Evans, Jonathon	Long Jetty NSW
2619	Evans, Cassandra	Long Jetty NSW
2320	Challis, Ashley	Engadine NSW
2621	Challis, Colin	Engadine NSW
2622	Challis, Jan	Engadine NSW
2623	Challis, Bronwyn	Engadine NSW
2624	Challis, Nicole	Engadine NSW

### Trackwork

The western track north of the Pitt Street crossing has been relaid for a distance of about 50 metres using the original 80lb rails welded to angle iron steel sleepers. A Sydney style track drain has been provided just north of Pitt Street to direct surface water from Pitt Street under the tracks.

On 23 September, David Cannini was hired to level the area of the future tram stop beside the TAFE College retaining wall. The spoil was moved with our tip truck to the first curve north of Pitt Street where it was used to form a temporary level crossing. This allows vehicles to access the worksite from the northern end as tracklaying now prevents easy vehicular access from Pitt Street. David then dug a trench under the running line for a 150mm stormwater pipe to drain the new points on the western track and further extended the trench for underground power up the middle of the 'six foot' (the space between the two tracks).

Greg Sutherland has bricked up several pits for access to the underground power conduits. Access pits are being constructed between each pair of span poles. These are being provided with 'Gatic' covers.

David returned on 4 November and extended the conduit trench using his rock breaker. The new points were moved out of the way to allow the trench to be excavated past the location of the points. Conduits with draw wires in them were laid and 99U was used to transport large bags of sand to fill around the conduits.

The following Saturday the trench was backfilled by hand to save money and the points and two more lengths of rail were roughly positioned using the yellow forklift. To date about five cubic metres of free concrete has been placed on the western track.

### Electrical

This month the electrical section has been giving the bucket truck a hiding. With Geoff Olsen in the bucket and Tom Tramby as operator some much needed maintenance was performed on various street and security lights around the site. Q. How many bugs will fit in a 250 watt Mercury Vapour street light fitting? A. A lot!

They also installed 2 x 80 watt Mercury Vapour lights on the Road 4 shed extension to further brighten up the yard.

Next bucket truck job was to run aerial power cables to the first span pole north of Pitt Street from where it runs underground to the box on the second span pole. Here 240 and 415 volt power outlets are now available for welding and power tools. Danny Adamopoulos and Mike Giddey also assisted with this work.

The rest of the cables for this job are underground. These have been drawn in progressively over the last few weeks to the supply to the switchboard installed previously on pole 303 near the site of the crossover. We still have some rock chopping to do around Pitt Street, hence the temporary aerial cable. This wiring will be permanent to allow for ongoing maintenance of the crossover which Mike is installing as well as providing a street light supply.

While working near the front gate they also removed the remaining 600-volt tram stop lights from the highway side of Tramway Ave. These will be reconditioned with a view to installing them in a more appropriate place.

### Adelaide H car 358

The first of our two Adelaide H class cars was loaded at Glengowrie Depot, Adelaide after the morning peak on 28 November for arrival at Loftus on 30 November. The second car (357) is due for delivery during March 2007. Sponsors for the transport costs of the second car are still required.

### Sydney C 33

On 14 October C car 33 was extracted from the back of Road 12, the old cable tram roof that was stored on top of the car was removed and the car was loaded onto Mario's trailer for dispatch to Bendigo. This car is now in Bendigo Tramways' workshop where preliminary works have been carried out to identify dimensions and materials needs for this NSW Heritage assisted project. Signage for this car and for D 117 has been prepared to advertise the assistance being provided with restorations under the NSW Heritage Incentives Programme 2006-2008, for which matching gifts will be sought from members and friends.

### Sydney J 675

This car was exhibited outside for COTMA visitors to Bendigo on 22 November. The car has been mounted on its truck, the interior is largely completed with seats and bulkheads revarnished and the outside primed. The electrical works are progressing well and the handbrakes were being installed. The side doors have all been painted and varnished and one pair

installed. It expected that the car will be ready for test running within a few weeks.

### **Brisbane Centre-Aisle 180**

The wheel sets for Brisbane 180 were returned from Zig Zag Railway's workshop on 6 September and the Wednesday team reassembled the two Brill 39E reversed maximum traction trucks for the car. The four wheel sets and all other parts were thoroughly cleaned and painted prior to reassembly. On 6 October, 180 was moved from the Display Hall and placed on the workshop pit road in place of W2 car 249.

By 11 October one bogie was back on its wheels and its traction motor was re-installed 8 November. On 15 November second bogie was on its wheels with its traction motor in place. Bill Parkinson fitted the gear cases the following Saturday and set up the lifting jacks. On 22 November the car was lifted and placed back onto its own bogies in place of the W2 shop trucks.

### **Sydney O 957**

Geoff Spaulding is making good progress on this car at the back of Road 5, hidden from general view. The main roof has been sealed with navy dressing and muslin, another coating of navy dressing applied and the roof re-canvassed. Good use was made of the hydraulic platforms, acquired some time ago from the Sydney Bus Museum, for this task. Geoff has now fitted the new ribs over the vented section of roof, prior to attaching new tongue and groove roof boards and canvas.

Moulded timber for the gutter and bow rails, along with other side panel mouldings has been ordered from Traeger Joinery to ensure we keep up material supplies for the following stages of the body restoration.

### **Melbourne Z2 111**

Our junior members who assisted with the refurbishment of our Z2 from Melbourne organised on 3 September their own launch of the car back into service with streamers, balloons and the breaking of a tape. It made a test run to the Royal National Park the same afternoon and a barbecue for the lads finished the day.

### **Sydney 42s**

Car 42S is progressing well with the efforts of the Wednesday crew. The two roofs were removed for canvassing after being trial fitted. Geoff Spaulding canvassed them on 21 October and they have now been re-fitted permanently. This cleared the way for the trolley base and its timber insulation shield to be mounted.

The south end handbrake gears were temporarily removed to facilitate the extension of the air piping to the south end brake valve. The system has since been air tested.

Other equipment recently refitted to the car includes the resistance grids, a cast connection box for the grids, the compressor governor, ribbon fuse holder, new motor lead connection boxes and the lightning arrester.

### **Sydney O 1111**

This car is to feature in activities, relating to the story of the Bondi tram including a 25th anniversary book relaunch, at Bondi Public School from Monday 11 December, returning to Loftus on Wednesday 13 December 2006. The car will remain on Mario's truck for the duration.

### **Around and about**

Hayden Holmes and his team of junior members have continued pruning vegetation along both the National Park and Sutherland lines.

Bill Parkinson took delivery of a modern Siemens motor generator set on 11 October.

Mike Giddey rescued a piece of channel iron from the scrap bin and used it to make a rail joint alignment jig to hold rails in proper alignment while the joint is welded.

On 4 November our two tower wagons were used to erect the second length of troughing in Road 12 in the top shed. David Rawlings is preparing further troughing for erection.

Tom Tramby and Geoff Olsen used the bucket truck to erect two external lights on the side of the workshop extension and also serviced various street lights around the site.

Mike Giddey has cut the frames of the doors on top shed Road 14 so that they can be opened. This included welding a hasp and staple to the existing gusset plates and making drop bolts to secure the doors. This will allow D car 117 to be moved when its turn in the workshop comes up shortly. The top shed doors were made in one piece for each road and were cut once erected except for Road 14.

In the workshop two steel posts were welded to the top of a steel rack near the folding machine. Steel previously stored on the floor has now been placed on the racks. The opportunity was taken to lift the duck boards, clean them and sweep the floor near the large lathe.

A recent visitor to the museum and temporary resident was David Griffith's pre-war Leyland double deck bus 1379, also known at various times as 379 and 1579. An arrangement was made for the bus to be professionally painted in the workshop extension.

It emerged in its 1930s red and cream colours and is an indication of the future appearance of our Albion 1615 after its current re-building. Some people thought that it was 1615! Unfortunately a total body rebuild takes a bit longer than that.

## **Museums Event Calendar – 2006-7**

### **Saturday 2 December – Members and Friends Family Christmas Barbecue**

Event Coordinator: David Critchley

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

### **Sunday 3 December – Sydney Bus Museum, Tempe**

Decker Rally – 30th anniversary of the last open platform buses.

Friday 22 December to Sunday 28 January (inclusive) – School Holidays

### **Sunday 25 February 2007 – Sydney Tramway Festival**

Event Coordinator: Ian Hanson