

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 – 25 FEBRUARY 2007

Conductor Training – 10 February 2007

Conductor Training

Conductor training will take place at the Museum on Saturday 10 February 2007, starting at 9:30am.

Any inquiries should be directed to Hayden Holmes on his mobile 0416 069 161.

Electrical

The museum will be without power for most of the day on Tuesday, 6 February while our electrician, Geoff Olsen carries out some repairs and essential maintenance to our main switchboard.

New Shareholder

We welcome the following new Shareholders to our ranks:

668	McDonald, Andrew C.	Sutherland NSW
669	McGuinness, Samuel	St Andrews NSW

Andy and Sam have upgraded their membership from our Friends group.

New Friends

We welcome the following new Friends to our ranks:

2625	Bartlett, John	Baulkham Hills NSW
2626	Sturgeon, Terry	Cootamundra NSW
2627	Brundle, Liam	Russell Lea NSW
2628	Brundle, Bob	Russell Lea NSW
2629	Brundle, Jenny	Russell Lea NSW
2630	Brundle, Claire	Russell Lea NSW

Artillery memorial plaque unveiled

At comparatively short notice, and as part of the Armistice Day commemorations, a plaque was unveiled in the Museum's picnic area recognising that members of the 2/14th Australian Field Artillery, 23rd Brigade, 8th Division camped near the Museum's original site in the Royal National Park in 1943.

The plaque states that following 18 months service in Darwin the regiment was relocated to this Loftus area in January 1943 to be equipped with and for training on the new 25-pounder field guns before moving to Papua New Guinea in November 1943.

The plaque commemorates the memory of those men who made the supreme sacrifice and of the 1270 men who passed through its ranks.

Bill Parkinson located a suitable block of sandstone dug from our museum site and prepared and attached the plaque.

Members of the regimental Association travelled from Sydney, Melbourne and Perth for the unveiling ceremony accompanied by families and friends.

The Engadine branch of the RSL provided refreshments after the ceremony.

The 1946 Scout Corroboree (the first scouting event

held after the war and State organised, so it was not a Jamboree) was held on the same site. The remains of shower blocks and traces of other structures were still very much in evidence when the fledgling Museum occupied in 1956 the site adjacent to the temporary railway platform constructed for the scouting event.

It was originally intended for the plaque to be located within the former camp area but it was realised that it would be a target for vandalism in such a location. The museum's grounds were selected for the memorial due to the museum's close affiliation with the area which continues to this day.

RNP concrete sleepers

On 11 December Track Australia took possession of the Royal National Park line to complete the required resleepering before the end of 2006. This time we opted to insert concrete sleepers instead of timber sleepers. The work was carried out over five days.

Although more expensive to install, the decision to go to concrete was to ensure maximum life of the sleeper, reduce maintenance in the long term and reduce the risk of bushfire damage. Previous bush fires in our portion of the Royal National Park resulted in many sleepers being burnt by flying embers.

Sawn timber sleepers last approximately 20 years in perfect conditions; our new concrete sleepers will last up to 50 or 60 years with the Museum's traffic loadings.

A 1 in 3 replacement pattern was applied to all curves and 1 in 6 applied on straight track, totalling 250 sleepers replaced. In 2007 we will need to replace a further 250 sleepers with concrete sleepers to maintain the track to the required operating standard.

We would like to thank the generosity of the members who helped fund the sleeper replacement program in 2006. We would also like to thank Track Australia for their ongoing support.

North terminus

From 3 January 2007, the contractors for the duplication works on the Cronulla rail line, John Holland Pty. Ltd., have been performing works at our north terminus site to enable its use as a major site and design office over the next two years, whilst construction works on the line and building of a second rail bridge at Sutherland are underway. The arrangement with the contractors includes in kind assistance to the Museum, which in the initial stages, involved relation of the rails, spare bogies and old ex Melbourne pointwork. This has initially been relocated to the unused future passing loop track adjacent to the terminus. The site will be fenced adjacent on the western side of our terminus and new access gates will be erected adjacent to the substation

building. David Rawlings is providing the contractors with details of our future overhead anchorage brackets for incorporation in the underside and abutments of the new concrete bridge for the second track. The existing rail bridge will remain, and works will in no way inhibit our potential track extension under the bridges. On 24 January, 2007 the stack of sleepers rails ex-Camelia and the old O and N underframes were transferred to the old site yard area. The terminus site has been levelled and cleared and the ballast stack will be relocated next to the substation. A new anchor pole for our overhead will also be erected.

RNP old site building

We have had possession of this building since late 2006. As noted above, track panels have been stacked in front of the building to enable us to reposition them in the shed. There are sufficient rail panels to see almost three shed roads laid. This will enable the cars in outside storage at Loftus (Sydney R class cars 1741 and 1917, the Berlin trailer and the second Munich car, plus Sydney C class 12 and K class 1295 in the top shed) to be moved there, thus freeing up space at Loftus.

Trackwork north of Pitt Street

Work continues each Saturday on the reinstatement of the western track and the installation of a crossover for our terminating Royal National Park services.

Danny Adamopoulos and two CSO workers have dug a trench in soft rock behind the Miranda Waiting Shed for underground power which will enable the temporary cables over Pitt Street to be removed in the near future.

Rock was also excavated for another underground cable pit in the six foot opposite the fourth span pole north of Pitt Street. A second power distribution box has been fixed to this pole by Geoff Olsen.

Two more lengths of 80lb rail have been added to the new western track north of Pitt Street with short infill rails to connect to the western set of points for the future trailing crossover. More free concrete has been received and placed along the new track.

Adelaide H car 358

The car was loaded onto Mario's trailer at Glengowrie Depot, Adelaide on Tuesday, 28 November 2006. The Tomlinson automatic coupler, life guard and the folding steps had been removed and timber packing placed between the bogie and the body at the No. 2 end of the car so that the end platform could overhang the gooseneck of the trailer to keep the overall length of the trailer within limits.

On arrival at Loftus on Thursday 30 November, 358 was assisted off the trailer by our tractor and Mario's truck winch. It was then jacked up in the street to have the timber packing removed, allowing the body to sit back on the bogie. It was then towed by Melbourne SW2 432 through the scissors crossover and around the Cross Street curve to the depot yard. This route was taken so the No. 2 end of the car would face south to facilitate the refitting in the workshop of some removed equipment.

As mentioned, one Tomlinson coupler and one lifeguard and gate had been removed. These items, and two trolley poles and bases courtesy of the Australian Electric Transport Museum at St Kilda, were stowed inside the tram. To enable the car to be moved the spring

actuated parking brake and some of the brake rigging had been disconnected.

358 was initially placed in the workshop extension in place of SW2 432. On 9 December 2006 it swapped places with Brisbane 180 which had been over the pit on Road 10.

Bill Parkinson used an ingenious method to refit the heavy Tomlinson coupler. He could have done it the hard way with several people in the pit struggling to lift the coupler to engage the mounting plate onto the studs hanging down from the underframe of the car. Instead he retrieved with a forklift one of the two spare couplers we obtained many years ago for PR1 1573 and he coupled it to the coupler to go onto 358. This balanced pair was then lifted with the overhead crane hooked to a sling around the coupler faces. The coupler was moved under the end platform of the car with the crane and the connection of the mounting plate was done with minimal physical effort.

Initially the tram refused to fire up when traction power was applied but a bit of investigating revealed a switch on a battery box which, when turned, caused the air compressor to come alive and the saloon lights to flash on. The tram still refused to move under power until we had spent some time trying out the door switches and locating 'dump valves' under one end of the car. The H car was then eased out onto the traverser, moved across to Road 4 and driven out onto the depot main line. The overhead wiring from Loftus to Sutherland has been made 'user friendly' for pantograph cars so No. 358 was able to operate along the Museum line on several tests trips before being returned to the workshop.

A trolley base, pole and hook were fitted to the No. 2 end and 358 ran under power again on 23 December. On 10 January the pantograph was removed from the No. 1 end and the second trolley base, pole and hook were fitted on bridging cut to detail since all trolley base supports had been removed from this end when the car was re-equipped for pantograph operation.

On Saturday morning 6 January, a small number of tidying up jobs were completed before the H car was ready to make a trial run to the Royal National Park. Setting out from the top of Cross Street an unexpected clearance problem caused by the coupler not being centred stopped progress and it had to be returned to the workshop for minor repairs. These were commenced that afternoon and completed the following Wednesday.

No.358 was finally released from the workshop on Saturday 13 January, and with Bill Parkinson at the controls ran easily to Sutherland and then back through to the Park. The H car behaved faultlessly on the trip except for one small detail. Bill had specially serviced the air horn on the leading end, towards the Park, intending to intimidate motorists at the level crossing with the overall size of the tram as well as the unexpected bellow of the air horn. But, in the event, the horn gave only a squeak and a sigh before it expired. The one on the other end worked as expected on the return journey! But by then Bill had surrendered the controls and missed his dream.

No.358 returned to the workshop after standing on display in Tramway Avenue where it served as a venue for a meeting of our traffic staff. The tram will be critically examined and serviced to enable an authorisation certificate to be prepared. Further trial trips will be performed to assist crew operation procedures to

be worked out before it can be handed over to the training school to run familiarisation trips for traffic staff.

Sydney car '104' and Adelaide E1 104

In late November arrangements were made with a television entity, to supply components from R 1842 and other tram seats, for inclusion in a new set at the Metro centre in George Street, Sydney for a new music show. Geoff Spaulding and Howard Clark made visits to Mario's yard at Londonderry in December and early January to remove bulkheads and wooden seats, front drivers aprons, grab rails and other items. Seats ex Melbourne were added to the package which was delivered by Mario on 5 January and by Howard on 8 January.

The former owner of 1842, member Chris O'Sullivan, and Greg Sutherland also assisted in this exercise, which has also yielded many other valuable spare parts, including hand brake stems which were delivered to Bendigo by Terry Boardman for installation in J 675 in place of replicas.

We are grateful to Mario and Lora for keeping up the supply of cool drinks during our labours in the hot weather. Drop centre seats revealed the identity 'CAR 104' stamped on the underside timber, as this was the 104th car in the R car order.

Some years ago the AETM were offered Adelaide E1 104 which was located at Foul Bay on the Spencer Gulf as a weekender, and in turn this was referred to the Sydney Tramway Museum, as we were then seeking a Sydney G type substitute. Events moved slowly and 104 was almost forgotten until the family contacted Ian Seymour late in 2006 to advise it was available. It was moved to St. Kilda for storage on 16 January. Fortunately the surplus from car 104 will largely cover the recovery costs of tram 104, whilst STM and AETM consider options for its' future.

Sydney 42s

The sheet metal panels have been refitted to the backs of the drivers cabs and now that the cab roofs have been permanently refitted the trolley base support struts have been welded in place. A replica plough-type life guard has been made for one end.

Sydney D 117

Some of the stored equipment, including the ex-Melbourne W5 and L seats delivered to MTV, has been removed from this car. The cleanout will be completed before the car is scheduled to go into the workshop in late February for restoration works to begin in earnest under the 2007-2008 NSW Heritage Incentives programme, for which gifts will be sought to meet the dollar for dollar needs.

Brisbane Centre-Aisle 180

This car was tested on 16 December 2006 and Ian Hanson has done a paint touch-up. New numbers and monograms have been applied to complete this job.

Mick Duncan has supplied the following account of the overhaul of the car's 39E1 maximum traction trucks:

In mid 2005, Bill Parkinson removed the No. 2 motor as it was defective. This was found to be a shorted field coil connection which he repaired.

Bill got Mick to help Vic Solomons clean the trucks to ready them for painting. As they got into it, after removing a concrete like substance made from oil, grease, sand, road dirt and suspected squashed cane toads – a hammer and screwdriver job – Mick found the brake rigging to have rather worn bushes, pins and bolts. They also confirmed the flanges were very badly worn and that the tyres needed re-profiling. They then removed the wheel sets and the No. 1 motor and cleaned them. The wheel sets went to the Zig Zag Railway for turning on their wheel lathe. Many thanks, chaps.

With the wheel sets gone, it was easy to get at the rest of the trucks and brake rigging which was completely removed cleaned and made ready for re bushing. Thanks, Warren.

With the trucks stripped and cleaned, Vic Solomons, Tom Tramby and Alex Foot repainted them, assisted by Alan Watson when he could get there. Mick worked on the brake rigging.

About five months ago, they recommenced work on the 39E1 trucks, this time cleaning the axle boxes, which were putrid inside. The wool was rotten due to water ingress. This was a slow dirty job. Luckily, the brasses and keeps were not too bad; they could go straight back in.

To make the impossible possible, Mick labelled everything and put the bits in baskets. Then it was basically done, all clean and painted. They started to re-assemble the brake rigging using new bolts, pins and bushes. The wheels arrived back from Lithgow and soon after they re-wheeled one truck then the other one. Mick oiled the bearings and journals. There was no wool in the boxes yet, but it was OK for short movements within the workshop.

The motors were reinstalled and Bill Parkinson, Tom Tramby, Bill Denham and Mick Duncan had a lot of fun with oily suspension bearings and caps – real buggers of things.

Tom and Mick put the first gear case on and Bill Parkinson was assisted with the other one. Four packs of Crater grease were put in each gear case, which seems about right.

On Wednesday 22 November 180 was reunited with its trucks, the No. 2 truck towed the No.1 truck under the body powered by the workshop motor generator set and cable. It looked weird but it worked perfectly.

The body was then lowered onto the trucks, one man to each pillar jack. Bill connected the motor leads and Mick reconnected the brake rigging and adjusted them.

On Wednesday 6 December, 180 moved under its own power for the first time in about 14 years with Bill driving. It was a great sight. Before this, 180 was just an interesting job to Mick but now he feels a real affection for the tram.

Then Mick started packing the axle boxes. the pony wheel boxes are easy but the driving wheel boxes are very hard. Mick had to make packing tools and Bill's motor packing tool came in handy.

On 23 December they tested the car with four trips to the North Terminus, and it went very well, plenty of speed, good on hills and the brakes work very well. Mick was very relieved. He must have got the brake adjustment right. You can do a very smooth stop with those handbrakes.

No faults have shown up and Mick hopes they don't. 180 is basically finished apart from more oil in the boxes and a good body clean.

This wouldn't have happened without the help of our Wednesday Gang who all kicked in. Vic Solomons, Alex Foot and Alan Watson doing the dirty work scraping, chiselling, cleaning and painting. Terry Thomas - welding, Warren Howlett - turning; Tom Tramby - manning fork lifts and being generally helpful, Alan Lark - wood work, Bill Denham - pillar jacks and suspension bearings, Rainer Nickal - helping with assembly and wheeling; Mick Duncan - brake rigging, assembly and cajoling people into doing things and Bill Parkinson for motor repairs, advice, finding stuff and specialist crane driving.

A job well done!

Melbourne W2 249

A spare bogie with two good wheel sets and gears to suit BTH traction motors was retrieved from our northern terminus storage area and towed back to the workshop with 99U. One wheel set has already been removed and cleaned. It is intended to replace three of the four wheel sets in the bogies for 249 due to excessive flange wear.

Sydney O 957

Geoff Spaulding has almost completed reproofing the vented section of the car, which will enable this section to be re-canvassed, before the next stage of fixing the gutter rails commences. With the main roof re-canvassed, the roof is very sound and strong. Final coats of navy dressing will not be applied until other body works are finished.

Sydney O 1111

This car featured in activities relating to the story of the Bondi tram, including a 25th anniversary children's book

relaunch, at Bondi Beach Public School from Monday, 11 December. The car remained on Mario's truck for the duration of its holiday to Bondi, returning to Loftus on Wednesday, 13 December 2006.

Around and about

Two more lengths of overhead troughing were erected over 12 Road in the top shed on 2 December 2006.

The SMC light pole in our street and several steel span poles have been painted by Ian Hanson with Tom Tramby operating the bucket truck for him.

Chris Olsen has carried out maintenance on our motor vehicle fleet.

The February 2007 issue of *Cleo* has four pages of young women's fashions with the Museum as the location for the early evening photo shoot. Two of the Museum's tramcars, Nagasaki 1054 and Sydney R1 1979, and the Railway Square Waiting Shed were used for the background scenes. We will not make any comments about the model or the fashions!

Late news

We regret to advise that Bill Tuffnell, member No.22, passed away on Wednesday, 24 January. Bill was very active in the works team at the old site and appears in many photographs of that period. Bill was also an active and popular member of the traffic staff. His illness unfortunately forced him to retire from his activities at the museum.

His funeral at Woronora Crematorium was held at 10:30am on Tuesday, 30 January – as this issue was coming off the press

We extend to his family our sincere condolences.

Contributors to this issue include Danny Adamopoulos, Howard Clark, Bill Denham, Mick Duncan, Mike Giddey and Geoff Olsen.

Museums Event Calendar – 2007

Sunday 25 February 2007 – Sydney Tramway Festival
Event Coordinator: Ian Hanson

School Holidays – 6 April to 23 April 2007

Saturday, 23 June – Trams After Dark
Event Coordinators: Don Campbell and David Critchley

School Holidays – 1 July to 16 July 2007

School Holidays – 29 September to 14 October 2007

Saturday 29 September to 1 October 2007 – AMRA Model Railway Exhibition, Hurstville
The Museum will have a sales stand at this Exhibition.

Sunday, 14 October – Theme Day – The 1950s (full title to be confirmed)
Event Coordinator: David Critchley

School Holidays – 22 December to 31 December 2007

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Trams after Dark – 23 June 2007

Traffic Staff Meeting

The next Traffic staff meeting will be held on 14 July 2007 at 10:00am

New Friends

We welcome the following new Friends to our ranks:

2631 Besdansky, Ronald L. Willoughby Nth NSW
2632 Eschbank, Wayne Greystaines NSW

Trackwork north of Pitt Street

The relaying of the western track north of the Pitt Street level crossing has now reached the curve at the end of the first straight. Some levelling and aligning still needs to be completed prior to concreting.

The deliveries of free concrete continue on an intermittent basis and two separate 2 cubic metre lots of purchased concrete were placed under the western points for the trailing crossover to anchor it in place. These pours took place on 23 and 30 March. As the points are not accessible to the concrete trucks, the concrete was transported by filling wheelbarrows on the deck of the ex-Port Kembla flat-car which was propelled to the work site by 99u.

The trench for the underground power was extended to a pole close to the curve. Instead of hiring a machine, the trench was excavated in rock using the electric jack-hammer to save money. In the middle of the work it became defective and was repaired by Bill Parkinson. The conduits and cables have now been extended to another brick pit built by Greg Sutherland in the 'six foot' between the tracks and to a distribution box mounted on the pole. Geoff Olsen ran the cables and conduits and connected 240 and 415 volt power to the box for power tool use and for track welding.

In the Workshop

In the workshop the cast iron King Street tram signal post has been repaired by our Wednesday team, fitted with a base and its signals and has been primed.

The two bogies that were under SW2 432 and which will go under W2 249 were returned to the workshop from the Top Shed now that work on 180 has been completed. Three of the four wheel sets had badly worn flanges. To save the cost of sending them away to be machined back to the correct profile, three good wheel sets were selected from our stock of spare bogies and shop trucks. Not just any W2 wheel set would do however. The sets selected had to have axle gears compatible with the BTH traction motors in these bogies and had to be the correct wheel diameter. The wheel sets were cleaned and painted. In particular the

bearing surfaces on the axles had to be cleaned back to a polished finish so as not to damage the suspension bearing liners. The motors had to be removed one at a time to allow the wheel sets to be swapped followed by replacement of the motors and gear cases. This work was greatly facilitated by our workshop overhead cranes.

A set of power operated bus jacks have been obtained from the State Transit Authority via the Historic Commercial Vehicle Association. We only had to organise transport from Tempe Depot and we thank the HCVA for their help in this matter. The jacks have been successfully tested and operate from a central control box. These units will replace the Melbourne hand-cranked screw jacks and relieve our aging volunteers from the effort of cranking the old jacks. Many cars in our collection can be lifted directly with the tynes on the new jacks, which are designed to fit around the lower third of a bus wheel, by placing the tynes directly under the side frames of the trams. Cross bench cars will still need to be lifted by placing lifting beams through the compartments over the bogie centres with hook clamps connecting the beams to the car underframe. Four adaptors will be made to safely connect the tynes to the lifting beams before any cross bench cars can be lifted with them.

A further valuable acquisition is a 50-tonne power operated hydraulic press which replaces our hand pumped 9-tonne unit. A considerable effort has been made to tidy up the workshop and this work is still in progress.

Old Site Depot

On 17 February a Franna crane was hired to lift some of the ex-Camellia track panels at the old site. They were placed in the shed to relay Roads 2 and 3. Fish-plating and alignment was completed on 24 February after bus 2619 was moved clear of the Road 2 track.

Off site

Howard Clark and Geoff Spaulding stripped usable items from R car 1842 ex- Kingsford.

Sydney O class 957

Geoff Spaulding has finished fitting the roof boards to the centre vented section and covered it with muslin and canvas along with the usual coatings of navy dressing. The last batch of navy dressing used in this process is from a lighter batch ordered for J 675 and has a drying time of several weeks compared with the usual shorter period. The final coatings in the correct

yellow ochre shade will be applied at a later date, as further work on this car is being held over while major works on the D car are underway in the workshop.

Sydney 42s

Application of the final body colour of the 1906 tan and straw colour scheme is currently being applied by Ian Hanson. The cab roofs have painted in khaki navy dressing and the ceilings have been completed in white enamel. Body colour is currently being applied to the body framing and shortly the end aprons and rear cab panels will be completed.

Air gauges and both controllers are now mounted in the cabs and Chris Olsen and Dave Bennett have commenced re-wiring the car. This work has been interrupted by repairs required to the Highway level crossing control system following a lightening strike that damaged much of the electronic circuitry and the microprocessor. The office fax machine, modem and telephone lines were also damaged.

Sydney O class 1111

O 1111 was in the workshop for under-frame repairs on 7 February after H 358 was outshopped. Car 1111 left the workshop on 28 February on completion of the work.

Sydney C class 33

Restoration works are well underway in Bendigo. Investigations revealed that the clerestory roof had been removed, before it was converted to a double deck car in 1907. (Evidence of alterations made to the roof support cant rails to accommodate the upper deck were also noted.) Dennis Rodda and Luke Jenkins conducted the preparatory work to repeat this process and on 14 February, with Darren Hutchesson expertly operating the small workshop crane in the confined clearance space above the car, the roof was slowly lifted off and lowered vertically over the car side for the whole workshop team to manhandle and move on a small trolley out of the area. The truck was removed from under the body and transferred to the gasworks. Dennis and Luke have made excellent progress since. The underframe has been repaired, a number of replacement side pillars have been profile cut and fitted whilst others were repaired, ribs were removed and numbered and replacement ones cut where necessary and new window sill rails and waist rails profile cut at a joinery. Work on installing these was underway by 19 April. The rusted side tie rods were repaired with new steel welded to the ends. The car body had a noticeable sag at one corner and the body was first jacked and then the rods were tightened to hold the body in shape. Replacement windows for the car are being made by Ross Traeger at his Enmore joinery.

Sydney D class 117

This car entered the workshop on 28 February, initially on road 10 but was subsequently moved to road 9, replacing 42s which was moved over the pit on road 10 to facilitate re-wiring work. The car body was separated from the truck and placed on body stands. A

major cleanout of the interior started. Geoff Spaulding, assisted by others, commenced work on the car on Saturday, 10 March. Iron sheeting was first removed from the roof, and over the following weeks the old roof boards were removed, each one of the clerestory windows was removed, followed by the remnants of the false drivers aprons and the drivers bulkheads. All screws securing the roof were progressively removed, cladding and side components removed and by Saturday 21 April, Geoff and Bill Parkinson had skillfully removed the roof using the two overhead cranes to a temporary home on the deck of 42s until it is relocated elsewhere, whilst body restoration proceeds. By the end of the day the dismantling of the body was complete, with valuable assistance from our CSO workers, Mark and Steve. All body components have been stored in the area above the workshop toilets. Extensive underframe reconstruction is necessary to replace the one remaining rotted original and the damaged floor bearers, which were cut away to accommodate two foot gauge bogies when it was at Goulburn many years ago. Ross Traeger has already fabricated replacement saloon side windows, reusing the original curved tops which remained in reasonable condition. Ross is fabricating five side pillars to replace four fire damaged and one rotted one and he is also profile cutting new window sill and waist rails to replace rotted timbers. The hardwood underframe and bearer timbers have also been ordered, although the length and size of the underframe is presenting a challenge to the suppliers.

Sydney J class 675

The internal wiring of the car has been completed. The brass light fittings and other brass fittings have been polished before installation. This car has been moved over a pit road in the Bendigo depot to enable the traction wiring of the car to proceed. At present these works are proceeding on a part time basis, when the electrical tradesman is available. It is expected to take another few months before this work will be completed to enable the brake rigging to be installed and the car to be painted. The car has been permanently bolted to the truck.

Adelaide H type 357

We do not yet have a definite date for the expected arrival of this car, which depends on finalizing transport arrangements when Mario will have his truck available. Moves of C car 12 and K car 1295 to the old site shed will also need to occur prior to this time.

YMCA building

Heritage architect, Rod Howard, who earlier assisted us in our negotiations with developers over the ground floor columns is providing advice relative to the floor levels and layout to assist with the move of the bookshop and kiosk into the southern section of the ground floor. We have also ordered a second sign, 'WILL WEARWELL', from John Joyce of Townsend Signs to fit to the building. John is also kindly working on securing the hardwood for the D car on our behalf.

Orange Empire Museum

To assist with a car restoration, jointly with Bendigo Tramways we shipped a pair of No. 15 trucks and motors to them. These trucks originally came with the purchase of W5 car 792 many years ago and the defective motors underwent extensive repair in Bendigo in 2001. One motor needed replacement and was supplied by Bendigo. The trucks are not required for the restoration and will be used as shop trucks. The proceeds of this sale will recover expenses incurred in 2001 and have been partly applied to the National Park track enhancement and towards our C and D car restoration activities.

Youth Group Activities

The Museum organised a youth group outing on 3 February last, travelling from Circular Quay to Watsons Bay by ferry, then following the old tram track formation from the terminus to the site of Park Loop. Part of the old tramway formation is a walking track. There were still some retaining walls, old sleepers, rail components and overhead fittings visible. The location of Gap Loop was also noticeable. The group returned to Circular Quay by bus (route 324) which closely follows the tram route as far as Rushcutters Bay.

Around the Museum, the five regular attendees (Sam McGuinness, Mitchell Skillcorn, Josh Dreves, Kaine Treleaven and Robert Norton) continue to put in a lot of time doing various jobs including lawn mowing, weed spraying, tree trimming, track greasing and tram cleaning. Some of these tasks are carried out on Friday afternoons after school and on traffic days after traffic operations have finished.

The museum is introducing bar-coding to the items sold through the bookshop and some of the group are helping to set up that system.

On traffic days, they are regularly rostered to man the bookshop, kiosk and display hall, whilst Sam and Josh are also qualified conductors and are often rostered in that capacity.

Junior members aged from 12 to 17 years are eligible to be part of the youth group. For more information phone Hayden Holmes on 0416 069 161.

The youth group activities are supervised by David Critchley, John McFadden and Hayden Holmes.

Vintage Tramway Festival

Although the weather was somewhat unpredictable for the 17th annual Vintage Tramway Festival, held on Sunday 25 February, the threat of a downpour did not deter members of the public. The State Rail Band once again attended with their ever popular entertainment for our visitors and 1st Engadine Rover Group provided barbecued sausage sandwiches and light refreshments during the day.

The first service was the 9.15am to the National Park in which Sydney C car 29 carried a good seated load, but that was to be the only occasion in which a single tramcar was utilised. With the passenger figures going through the roof early in the day, it became obvious that tramcars running in pairs would be

required to maintain the service and clear the waiting passengers.

Later that morning, C 29 gained a companion in the form of Sydney F car 393. This was the first time that this unique tramcar has carried members of the public over the National Park tramway. In fact, this combination of 29 and 393 was so popular that it was hard to find a standing position, let alone a seat!

Alternating services saw some interesting tramcars operating to Sutherland as well. Dating from 1906, Sydney N 728 was run in conjunction with Sydney L/P 154. Another first on this day was the Brisbane cars dropcentre 295 and centre aisle car 180. The latter car has been restored with newly overhauled bogies and motors. It was also the first time that 180 had ventured to National Park. Sydney P 1497 and O car 1111 also saw service during the course of the event.

Adelaide H car 358 was put on exhibition parked on the Cross Street loop at the rear of our workshop. Several buses were also on display at the museum entry. We were privileged to be able to utilise recently restored ex-Sydney pre-war Leyland double deck bus 1379 resplendent in its red and cream colour scheme. As well, our single deck Leyland 1275 also used for a trip or two. Other buses seem to appear out of nowhere during the day including a State Transit articulated bus carrying a group of Australian Railway Historical Society members on a tour! At one stage, there were so many trams and buses going off in all directions that it attracted the attention of passers-by who soon visited the museum, adding substantially to our patronage.

With so much activity and heavy loadings, it was our old veteran tramcars that did most of the work and all performed faultlessly during the day. Loadings on the double-decker bus service to Sutherland were also heavy.

David Critchley and Ian Hanson worked on the publicity campaign which proved very fruitful indeed and included a 15-second spot on Channel 7 as well as several radio and newspaper plugs. The end result was the highest attendance for a one day event in the museum's history! It eclipsed the previous record set in 2004.

Such an event of course would not be possible without the volunteers of the museum who give their time to assist the museum. Thanks must go to Hayden Homes for his organisational capacity in working out the many tramcar movements, Frank McQuade for rostering the personnel, and Bill Parkinson and Mick Duncan for their mechanical and electrical skills which kept all our trams running perfectly.

The bus services were provided by David Griffiths (1379) and Dennis O'Brien (1275) with thanks also to their conductors. Prominent in our volunteer workforce looking after our kiosk and fare collection were junior members, Robert, Mitchell, Josh, Kaine and Sam. We also say thank you for their contribution.

Tram services carried heavy loads right up until closing time at 6:00pm, and perhaps we could have gone on a bit longer, but most of us were completely drained by the end of the day!

Brisbane Centre-Aisle 180

After a long restoration, Brisbane tram No. 180 was officially re-launched into the Museum's operating fleet on Sunday, 15 April 2007.

The date coincided with the 38th anniversary of the closure of the Brisbane Tramways in 1969 and forty five years since 180 was moved to Sydney for preservation. To celebrate, our three Brisbane trams operated together for the first time in many years and vintage cars from the 1960s filled our Tramway Street.

Vehicles from the Wollongong Morris Minor Car Club, Illawarra Early Holden Car Club, Early Falcon Car Club, Morris Minor Car Club of NSW, and military vehicles from the Australian Armoured Vehicle Association, Australian Military Vehicle Collectors Society and the 1/15 Royal NSW Lancers Memorial Museum.

No. 180 was built by T. Gardiner & Son for the Brisbane Tramways Trust in 1924 to a design dating back to the turn of the century. It entered service on 5 April of that year and trams of this design were nicknamed Dreadnoughts. The term 'Dreadnought' derives from HMS Dreadnought, the first large battleship of the Royal Navy. The nickname was applied to these trams because of their large appearance compared to contemporary trams then in use in Brisbane (and in Sydney where the O class were called Dreadnoughts for a while).

After 34 years of service across the Brisbane system, No. 180 was donated to the Sydney Tramway Museum for preservation in 1958 and stored at Light Street Depot until 1962. It arrived in Sydney by truck on 16 August 1962 and placed in storage at Randwick Workshops courtesy of the University of NSW which by then owned part of the workshops site.

It arrived at Loftus (old site) on 3 August 1964 and was stored in the substation yard until depot extension works were completed. It moved from the substation yard to the depot extension under its own power on 4 June 1966 and moved from the depot extension to the main depot to complete restoration work on 28 January 1967. Car 180 made its first trial runs over our museum tramway on 13 July 1967.

'Dreadnought' 180 is currently the only one of its type operating in Australia. It is also unusual for having no glass panes in any side window, which made it popular with passengers travelling in Brisbane's hot and humid climate in the days before air conditioning.

Centre Aisle car No 180 was officially relaunched into the operating fleet at 11:40am on Sunday 15 April by Peter Hyde, President of the Brisbane Tramway Museum who was introduced by our Chairman, Howard Clark. To mark the re-launch, Peter cut a ribbon (with some difficulty – who supplied a pair of blunt scissors?) across the front platform entrance.

Car 180 then ran in convoy with Brisbane cars 295 and 548 to our northern terminus and the Royal National Park with Peter Hyde at the controls.

Despite the good publicity received and the steady stream of visitors in the morning, the crowd soon thinned and the afternoon traffic was quiet.

This was probably due to competition from the Royal Easter Show which was attracting high attendances due to the fabulous weather and we have not competed with the Show before.

Contributors to this issue include Howard Clark, David Critchley, Mike Giddey, Ian Hanson and Hayden Holmes.

Museums Event Calendar – 2007

Saturday, 23 June 2007

Trams After Dark

Event Coordinators: Don Campbell and David Critchley

1 July to 16 July 2007

School Holidays

29 September to 14 October 2007

School Holidays

Saturday 29 September to 1 October 2007

AMRA Model Railway Exhibition, Hurstville

The Museum will have a sales stand at this Exhibition.

Sunday, 14 October

Theme Day – The 1950s (full title to be confirmed)

Event Coordinator: David Critchley

22 December to 31 December 2007

School Holidays

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, 23 June 2007

Safety Alert

We recently received from COTMA the latest Alert from ATHRA (Association of Tourist and Heritage Rail Australia) advising the release of the NSW Office of Transport Safety Investigations report on the tragic death of a person during a train shunting movement at Ariah Park, NSW last year.

Your Board of Directors recommends all Members and Friends read the report as it has lessons for all of us. The report can be accessed at:

<http://www.otsi.nsw.gov.au/rail/IR-AriahPark-final.pdf>

Trackwork

The welding of the new western track north of Pitt Street has been completed to the first curve. Some leveling still needs to be done and concreting with free concrete continues on an intermittent basis. The realignment of the main line to connect with the western track cannot proceed until the concreting reaches the start of the curve. This may take some time at the present rate of surplus concrete deliveries. The realigned curve will be on sleepered track using treated sleepers.

On 21 April brick footpath pavers outside our front gate were lifted, a trench was excavated, conduits were laid, the trench was backfilled and compacted and the paving was relaid in the one day. This work is a step towards replacement of the temporary overhead wires supplying the AC power to pole mounted boxes north of Pitt Street with a fully underground supply. Further trenches for conduits have been dug across the park so that power to lights in the various shelters in the park can be placed underground. Our CSO workers have been involved in the trench digging and with the re-construction of the rock retaining wall south of the YMCA building. The wall in this area had been partly removed during the construction of the YMCA building.

Display Hall

The recent torrential rains have exposed a problem with the building in that the fibreglass roof sheeting has passed its use by date after more than 25 years. The deterioration, along with holes caused by vandals with rocks thrown from the railway station and other holes partly relative to builders debris, is causing water to flow into the display hall and running shed. This is a specific problem on road 8, where water was running directly onto the roof of F car 393 and also down the walls behind our photo displays on the wall, along with various other ingress points in the running shed onto the roofs of our operational cars.

As a consequence we will need to urgently replace the non metal sheeting on the building, which apart from reducing leaks, will improve lighting in the building, at a cost of several thousand dollars. Whilst this is a problem, we need to consider the long term effects of inaction, and therefore we need to find a source of funds to replace the worn out and damaged sheeting now. Can you assist?

In the Workshop

Bill Parkinson saw cut four pieces of heavy channel

section steel to make bridging pieces to fit on the tynes of the new power operated screw jacks. These jacks were designed to lift buses and the tynes fit around the lower part of a bus wheel. The bridging pieces provide a level surface to lift directly under a tram side frame where possible or to carry one end of the steel lifting beams if required.

The new electric jacks were used for the first time to lift W2 249 to replace the unmotored bogies with the recently overhauled ones. The lift went according to plan and no problems were encountered. The actual time to lift the car off the bogies took about 90 seconds, much quicker than doing it by hand as we used to have to do.

While the W2 is in the workshop it is to be fitted with an emergency braking system to comply with the rail regulator's standards for two-man crewing. It will also be fitted with air horns for warning motorists at our level crossings.

As part of the workshop revamp a rack has been specially made to take all the tram lifting equipment. The lifting beams, body frame hooks, PCC lifting adapters, etc., are all now on the rack and are in the process of being painted orange to identify all equipment related to tram lifting.

It is planned to do the same with all equipment related to the overhead cranes. A lot of material that has been lying around in the workshop for some time has been removed and stored elsewhere to make the workshop more user friendly.

As part of the rebuild of D car 117, the Brill 21E truck was lifted with the two overhead cranes, as its weight is slightly above the safe working load of one crane, onto the truck shop track for disassembly and overhaul. It will be stripped down to its basic components for examination and repair where necessary.

Electrical

Recent electrical jobs have been the relocation of the 32amp 415 volt outlet from near the western roller shutter in the Restoration building to the post adjacent to the pit. This has already been used to supply our newly acquired jacks. The MIG welders also use this type of outlet. At the same time the power hacksaw was wired in permanently to free up the 10amp 415 volt outlet at the same location.

The underground supply to provide power outlets and lights in the picnic shelters is almost complete. The cables have reached the first picnic shelter via the entrance pergola with only a small amount of work remaining to finish this job.

Work is progressing on the new distribution board in the display hall. This will supply the lighting and outlets in the display as well as the exhibit consisting of our spare drop centre bogie and control gear. This will be used to demonstrate what happens under the car to both visitors and driver trainees.

Our faithful Lincoln welder expired recently. Bill Parkinson managed to get the spare one going but the fault on the other continues to elude us. Plan 'B' involved Geoff Olsen making enquiries at Lincoln regarding service. During the conversation the gentleman on the other end of the line

remarked, "We have one of those here which still works but we don't want it anymore, would you like us to donate it to your organisation?" This elicited the obvious very short answer, an appointment was made and Geoff proceeded to Padstow as fast as our tipper and the road rules allowed. Thus our third Lincoln MG set welder is in service. We will look at repairing the other one as time and finances permit.

Old Site Depot

Thanks are due to Royal National Parks staff for clearing the area in front of the old building to enable truck access and allow us to build an unloading ramp. Masses of scrap steel, including two stacks of corroded rail buried in the undergrowth and there since well before 1988, were happily removed by scrap metal recyclers and the RNP staff have moved a mountain of old timber well clear of access to the building.

We are also fortunate that our neighbours, John Holland, at north terminus have offered us the use of their Franna crane and bobcat on Saturday 16 June to place track panels in Road 1 of the old shed. Craig Parkinson and Chris Olsen have already moved the two buses and the old Albion chassis onto Road 4, so that we will have easier access to the other three roads for unloading and storage. This is indeed an emotional time for many of us to see a return to use of the old site. Despite the poor condition of the building roof it is a welcome and much needed addition to our storage needs at this time. It will enable us to tidy up the Railway Square waiting shed area and provide better protection from the elements for the two R cars there, 1741 and 1917, which hopefully will have a future one day on a heritage/tourist tramway somewhere.

New Shed

We have paid a confirmation deposit to shed contractors to commence design works on the shed. We have the funds in hand of \$ 56,000 for the structure but need some \$ 20,000 to cover the costs of concrete footings and fit-out for the proposed new building to house six cars near the highway level crossing. Peter Charrett has provided valuable help in surveying the area with assistance from Bruce Worthington.

Sydney C class 33

Works on the saloon body are progressing well in Bendigo, with Dennis Rodda and Luke Jenkins up to ceiling level, with the saloon sides and panelling installed. Works are proceeding on the saloon ends and checks made on sourcing steam bent roof ribs for the lower deck saloon. Measurements have been taken for the end platform support bearers to be installed.

Sydney D class 117

Geoff Spaulding has been making excellent progress with this car restoration, which is effectively a full rebuild. In particular the main saloon inner underframe has required replacement of all four side and end timbers, which Geoff has painstakingly cut to size and then cut out where needed the tenon and mortise sections, for fitting of the timbers together. He has repeated the process with the two outer section floor support frames, and will next tackle the two central underfloor massive bearers under each end section, which are recycled hardwood about three metres long and some 235mm deep x 51mm wide, which require numerous cut-outs to fit into the rest of the frame and to accommodate coupler mounting points.

During the wet weather Geoff received assistance from

others normally engaged on outdoor duties, including Mike Giddey who has cleaned the dirt and grease from the original large saloon floor hatches and given them a fresh coat of paint ready for re-installation.

The search for replacement 8.5 metre long side hardwood underframe timbers narrowed down to just one supplier, Australian Ironwood, as no other party could supply timber of such dimension and quality. The cost of these timbers and the four bearers referred to above, believed to come from recycled wharf timber, was over \$3,500 alone! Bill Parkinson was also fortunate in obtaining as a gift from K&R Fabrications at Unanderra the two 8.5 metre steel underframe sheath covers, which no other steel supplier could deliver in lengths greater than 6 metres. Well done Bill and special thanks to K&R.

Meanwhile Ross Traeger has finished profiling the saloon side frame pillars, window sills and side rails, along with new saloon side panels, windows and a replacement clerestory window.

Sydney J class 675

Limited progress has been made in Bendigo with the wiring of the controllers and traction wiring, with cables filling the drivers cabin areas awaiting connection. The car body internally is a picture to see with the high standard of finished varnish and the restored advertising racks fitted in the smoking compartment. Unfortunately it will be several more months before this car will be ready for operational testing.

Adelaide H type 357

Adelaide H car 357. We have been advised to take delivery of 357, which is the last non chopper control H car at Glengowrie, by 30 June 2007 as the 'accountants need it off the books', so in the near future C 12 and K 1295 will be transferred to the old site shed for storage to make space for 357.

Trams in Melbourne

We have received advice from Victrack, due to scheduled leasing of areas of Preston Workshops, that trams stored there need to be moved in July 2007. This includes R 1808 and 11W, as well as Berlin 3007 currently at Hawthorn which needs to make way for a Hawthorn bound car currently at Preston. Milano 1692 is not affected at this stage.

Fortunately, Bendigo Tramways have offered to take 1808 on a minimum 3 year loan and use basis and will provide short term storage at the gasworks for 3007. 11W will need to come to Loftus and solutions for storage are being looked at.

Also in the notice from Victrack is the availability to STM of Y1 611, currently at Preston attacked by some graffiti and with some broken glass. This represents an almost forgotten request through COTMA many years ago for a Y1 and comes as a very happy surprise, particularly as it is a good group visit car with all seats facing in the direction of travel and the driver having a swivel seat to address passengers when required. Arrangements are in hand, with sponsorship from a member, for the tram initially to be delivered to Bendigo to undergo refurbishment and a repaint, so when the space is available at Loftus after our new shed is erected, it will be available for immediate accreditation and use.

Contributors to this issue include Howard Clark, Mike Giddey, Geoff Olsen and Bill Parkinson.

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

Annual 'Dinner' with a Difference – 18 August

Administration

The bookshop is now operating with a new computer, bar-coding software and bar-code reader.

Two of our junior members, Robert Norton and Mitchell Skillcorn carried out the task of bar-coding our stock under the supervision of our Secretary, John McFadden.

Steve Norton has upgraded our office computer, work probably long overdue, and repaired a printer donated by Bob Merchant for the bookshop. Thanks, Steve!

Traffic Meeting

Thanks to the three (3) traffic staff members who attended the previously notified Traffic Staff Meeting. Ian Saxon puts in a lot of effort to hold these meetings and it is very disappointing that the turn up to them is so low.

These meetings were instigated in response to requests by staff and it is a forum where staff is given important rail safety information and are able to bring up pertinent matters.

It is realised of course that things happen at the last moment that precludes attendance, but to have only three attendees is pretty average, especially as one member made the effort and came all the way from the mountains!

Overhead Trolley Wiring

We now have spare frog pans thanks to Bendigo Tramways who donated them and to Terry Boardman who brought them back on his return from a recent visit to Victoria. Two pans have been replaced and the other two will be done now that the school holiday operations have finished. This takes the urgency off replacing the Sydney style pans with the pantograph compatible type (re-worked ex-Melbourne).

Additionally, the trolley wire is being re-aligned as required in the crossing area, so in the early stages please observe the tracking of the poles and let David Rawlings know if a) a particular car mostly tracks poorly or b) if a number of cars track poorly at one particular frog. The direction of travel is of interest also. If David does not hear of any problems he will assume that all is well.

School Holidays Operations

Thanks to our traffic staff who were able to attend during the school holidays. Your help is greatly appreciated, with a couple of staff attending on more than one occasion.. These holiday operations have been most beneficial to our income in the past and the draft figures for this time is approx \$5,000 – well done!

In the Workshop

In the workshop Grahame Russell has been painting the steel bridging pieces for the new power operated jacks. All gear associated with the tram lifting jacks will be

painted orange to identify it from other workshop hardware which normally will be safety yellow.

Old Site Depot

The drought has broken and we have experienced something that used to be commonplace; wet Saturdays. On 16 June, in spite of the rain, Holland's made their Franna crane available to us at no cost. We used the crane at the Old Site to place three track panels in 1 Road. This was able to be done as Chris Olsen and Craig Parkinson had recently relocated the buses to Road 4.

We then transferred operations to the Loftus site where we moved the two LCL steel containers from outside the doors on Road 15 to near the side roller shutter of the Top Shed. In the process the old timber work platform from 'Gentle Annie' (L707, ex 42ss) was also moved, along with sundry materials on pallets.

On 7 July twenty old timber sleepers were taken to the Old Site on our yellow tip truck with a view to using them to construct an unloading ramp for the up-coming transfer of some trams to the Old Site.

As we were unloading the truck, Danny Adamopoulos's phone rang to advise that a load of surplus concrete had arrived. We received almost four cubic metres in two trucks, the first for some weeks. It was placed on the western track north of the Pitt Street crossing.

On 14 July Tom Tramby and Mike Giddey finished works on the unloading ramp at the old site. This should enable us to transfer on 28 July K car 1295 and C car 12 from the top shed to free up undercover space for Adelaide H 357. Also planned to occur is the transfer of SW2 432 and R 1819 (ex-Canberra via Mario's yard) to Road 3 of the old site building.

Transfers of R cars 1741 and 1917, presently standing at the Railway Square waiting shed, are expected to occur shortly thereafter, once Bill Parkinson has performed a truck exchange on 1741, by placing under it Melbourne No. 1 trucks, so the ex-Sydney trucks can be removed for potential overhaul and use.

New Shed

Peter Charrett has completed site level drawings and we now need to visit Council to assess arrangements for submitting a Development Application for this project. Danny Adamopoulos has suggested we locate the ex-Enfield water tower at the southern end of this building, which will save the major expense of relocation to the original planned location at the Pitt Street end of our top shed. This is being investigated.

Melbourne W2 class 249

Brisbane type emergency brakes have been fitted to this car and the cab doors- have been sent to Ross Traeger

Joinery to have glass upper panels inserted in lieu of wood so that the driver can be seen by the conductor. This is to satisfy ITSA requirements to avoid us having to have a driver and observer crammed into the cab when carrying passengers. It was out-shopped on 7 July and completed its test runs by 14 July without any problems.

As previously reported the trucks under this car were exchanged with those under SW2 432 and wheel and three of the four wheel and axle sets were exchanged by our Wednesday team and the motors were cleaned and re-fitted. The car now has BTH 265 motors in place of the MV 101 motors in the original trucks.

The test runs have shown the car to be performing well and with some in traffic use the trucks will 'bed down' and operate smoothly.

Its place on Road 10 has been taken by Sydney R1 2001.

Sydney R1 class 2001

2001 has had the air tank drain cock modified to conform to the normal arrangement for R1 cars. Other work has been halted due to some emergency work required on 1979. Car 1979 will be fitted with the emergency brake valve and warning horns instead of 2001 when it enters the workshop in the next week or two.

Sydney P class 1497

The trolley poles on the P car have had the wheels overhauled due to noises heard coming from them. It was found to be caused by recent rain gumming up the carbon pickups. This was because the less than normal rainfall recently allowed the carbon to build up inside the collector heads.

Sydney C class 33

The end platform end bearers have now been installed by Dennis Rodda and Luke Jenkins and end saloon panels and flooring either side of the saloon motor access hatches has been installed.

The next steps involve installation of the Baltic pine floor boards on the end platforms and steam bent roof ribs which Luke has sourced from a supplier in Daylesford, where he is working for Bendigo Trust on the restoration of a Victorian Railways railmotor.

Dennis is to test one of the staircases on hand in Bendigo for Hobart No. 20 to ensure it can be adapted or replicated for our project with 33.

Sydney D class 117

A further delivery of re-cycled hardwood was received from Australian Ironwood for the underframe of this car and includes the two heavy side bearer timbers which are over eight metres long and which posed a challenge to the supplier.

Geoff Spaulding continues working on the underframe and is now morticing the long bearers and trial fitting the tenoned ends of the cross members. On 16 June one of Geoff's special augers used in the morticer broke and threatened to delay progress. David Rawlings came to the rescue and turned up a sleeve on the small lathe. This was then brazed onto the auger by Bill Parkinson, allowing work to continue.

The Brill 21E truck from the car has had its two traction motors removed for overhaul and the brake rigging has been removed. The truck has been placed on four steel stools to facilitate work and a broken timber cross member that supports the lifeguard has been renewed at one end. The other end is was replaced on 14 July.

Sydney J class 675

Further works on the electrical fit out in Bendigo are proceeding, as available resources permit. It is hoped that this work will be finished in the next couple of months, to allow for the car to be finished mechanically and have it painted later in the year.

Adelaide H type 357

The second of our two Adelaide H cars was unloaded on Friday, 29 June in wet conditions. It made a last farewell run from Glengowrie to Glenelg and return on 19 June and Pascal Labhart, Maintenance Electrician at Glengowrie Depot, reported it ran like a dream and it would be missed! It featured as the first item in *What's Happening in TransAdelaide* Staff Bulletin Issue 41 dated 6 July and is said to be appearing in a German equipment supplier's calendar for 2008.

Danny Adamopoulos and Howard Clark travelled to Adelaide on 24 June to see it loaded the next day at Glengowrie. Unfortunately, this was not possible due to certain bureaucratic issues which meant our trusty truckie, Mario, had to stay a further 24 hours in Adelaide before it was loaded on Tuesday 26 June.

In the meantime our friends at St. Kilda provided great hospitality to us and we were very impressed to see the progress on the restoration of their 'Bib and Bub' cars 14 and 15, and to enjoy a ride on R1 1971, which is a popular car at St. Kilda.

H cars 357 and 358 made a coupled trial run to the north terminus to test whether the climb from the Army level crossing to the North terminus would strain our power supply. However the test was successful and the cars rode very smoothly on the rather rough track. It will be a little while, however, before the cars are ready for passenger service as the coupler has still to be reattached to 357, requiring space in the workshop, and driver training carried out.

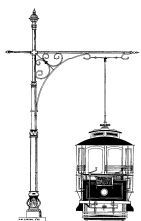
Munich 2666

Munich car 2666 has had the pantograph collector pans replaced due to the failure of the original unit caused by corrosion of the aluminium carbon pickup holding frames. An inheritance of the salt used on the streets of Munich for many years. Corrosion is evident in many parts of this car.

Trams in Melbourne

There have been no further developments at this stage, although the intended moves referred to in last issue are expected to take place in the coming weeks.

Contributors to this issue include Howard Clark, Mike Giddey, David Rawlings and Bill Parkinson.



SYDNEY TRAMWAY MUSEUM
Tour Booking Form

State Secrets
Annual 'Dinner' 2007

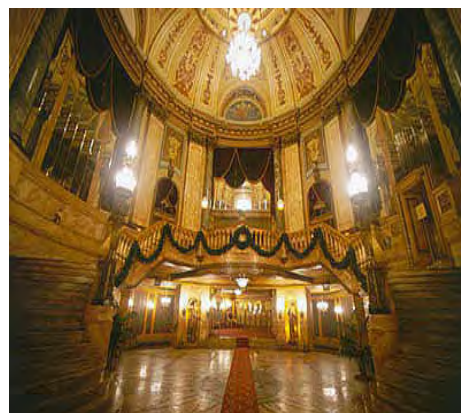
Saturday, 18 AUGUST

Starting from Central Railway Station (Eddy Avenue) at 1:30pm

What does the Tank Stream, a German U-Boat engine and a Grand Theatre have in common? You will find out when you join us for *State Secrets* Annual 'Dinner'.

The golden era of the tramways and theatres are inexorably linked. In the early decades of last century, a night at the theatre almost always started and finished with a tram ride.

The heritage listed State Theatre in Market Street, Sydney is perhaps the grandest of all 'Picture Palace' Theatres. Completed in 1929, the State reflects the confidence and lavishness of the 1920s. See original artworks by Dobell, Wheeler and others. Come back-stage and visit the Dressing Rooms used by the Stars, the now vintage theatre machinery and much more.



Inclusions:

- Vintage Bus Tour of some inner city tramlines.
- Guided Tour of State Theatre.
- Canapés and Light Refreshments in the State Theatre.

Cost: \$45 per person
Excludes all drinks
Dress – Neat Casual

Last Bookings : Friday 11 August 2007
Mail to: P.O. Box 103, Sutherland 1499
or Fax: (02) 9545 3390

NB – No refund if cancelling within 7 days.



Please return this section with your Payment

Please book places for the Sydney Tramway Museum Annual 'Dinner' 2007 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 Mastercard / Visa / American Express Credit Card for \$

- - -

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

Please send reply to: Sydney Tramway Museum Annual Dinner 2007
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

Tramways and the State Archives – 23 September

Annual General Meeting

Our shareholder's Annual General Meeting was held on 18 August at the Loftus Community Hall.

Three Board members were retiring and there was one new nomination for a position on the Board.

The three retiring directors put themselves up for re-election. They were Danny Adamopoulos, Howard Clark and William Parkinson

The new nominee was Ian Saxon who will replace David Rawlings on the Board.

David Rawlings stood down from the Board after 40 years service as a director of the society, a record term of service which is unlikely to be broken!

David's retirement as a director of the Society brings forward a few facts. Up to this year there have been 44 directors. The first board consisted of Ronald Murray, Barry Craig, William Tuffnell, Norman Chinn, Bennett Parle, Kenneth McCarthy and Robert Young. Thirteen directors have served in excess of ten years, with three serving more than twenty. These figures do not include years served by those who were members of the committee of the Australian Electric Transport Museum, the precursor of the South Pacific Electric Railway.

On behalf of the Members and Friends of the Society, the six existing directors and David welcome Ian Saxon to the board.

David Rawlings is not, however, retiring from his positions as Overhead Supervisor, work which he enjoys doing, or Rail Safety Manager.

Information Sessions on our Safety Management System

Commencing shortly, information sessions will be provided to bring all relevant staff up to date with our new Safety Management System

The sessions will be held at the museum on Saturdays commencing at about 9:30am and will run for about 3 hours. They will include a brief explanation of the Act and the Regulations as well as showing the documentation that has been prepared by the society and how it will operate. It is incumbent on all staff associated with operations to attend these meetings.

It is proposed that the sessions will consist of 8 to 10 members at a time and you will be contacted by a Rail Safety Management Team member to arrange a date for your attendance. While Saturdays are the preferred option, other times will be considered if absolutely necessary. There are over 50 members to be considered, coming from an area bounded by Newcastle, Sussex Inlet and Oberon.

To date the Team has put in over 600 hours in the preparation of the documentation and we are seeking your assistance to make this programme successful.

Conforming with the Act is absolute, there are no options.

Our History Week Event

The History Council NSW brochure listing our Tramways and the State Archives event on 23 September states that bookings are essential. We need to know how many people will be attending so as to be able to provide sufficient seating for them.

Would any member at the museum answering a phone call regarding this event please note the number of people expected to attend and leave the note in our Secretary's pigeonhole in the office.

New Friends

We welcome the following new Friends to our ranks:

2632	Wayne Eschbank	Graystaines NSW
2633	Craig Roberts	Figtree NSW
2634	Nana Roberts	Figtree NSW
2635	Ake Roberts	Figtree NSW
2636	Wesley Roberts	Figtree NSW
2637	Beatrice Roberts	Figtree NSW
2638	Lloyd Russell	Mackay Qld
2639	Di Nickel	Oatley NSW
2640	John Grant	Alfords Point NSW
2641	Tim Boxsell	Green Valley NSW
2642	Douglas Chandler	North Katoomba NSW
2643	John Kyriazis	Birrong NSW

'State Secrets – Annual 'Dinner' 2007

The Museum's Annual 'Dinner' 2007 was held

on Saturday, 18 August and really turned out to be a 'Dinner' with a difference. Not only did we enjoy canapés and light refreshments in the wonderful atmosphere of the State Theatre, we also enjoyed a vintage bus tour around inner Sydney and a highly informative and in depth tour of the State Theatre.

The afternoon started in Eddy Avenue, outside Sydney Terminal where 55 museum Members and Friends gathered to await the arrival of our vintage transport for the day. Museum member David Griffith had kindly allowed us to use his restored Albion double-decker m/o 1892. The Albion is currently on display at the Sydney Bus Museum and we thank David for allowing us to use this historic bus for the tour.

Departing Eddy Avenue, we retraced, as close as possible, the former tram route to Millers Point in Sydney's Rocks district, although the Rocks Street Market in George Street North caused a considerable diversion of our journey away from the original route. The terminus of the Millers Point line is in a picturesque 'town square' and the original tramway waiting shed still survives here. We had a photo stop at the terminus and the Albion provided a talking point for a couple of somewhat bemused State Transit bus drivers waiting at the terminus with their modern Mercedes and Volvos.

Our next target was to follow the long closed tramline to Woolloomooloo. It is possibly the first time a SPER tour has been to Woolloomooloo. This line was one of the earliest lines to close in Sydney, doing so in 1935. During the Great War the line was used heavily as the Woolloomooloo wharves were the embarkation point for troops heading for the conflict in Europe. The coupled C class ambulance trams also regularly used the line, transporting the wounded and sick from ships to the military hospital at Randwick.

Branching from the William Street line at College Street, the Woolloomooloo line followed Haig Street down to Sir John Young Crescent and then into Cowper Wharf Road. However, as Haig Street has been totally obliterated, the bus used College Street and St Mary's Road to reach Sir John Young Crescent and Cowper Wharf Road.

A photo stop was taken at the final Memorial Gates terminus where a monument stands to mark the location of the original gates. This gave photographers an opportunity to photograph the bus against the background of the city skyline.

From Woolloomooloo, we took the 'decker up through Oxford Street and Anzac Parade and visited the site of Randwick Workshops. Much of the workshops have disappeared under recent redevelopments, but enough survives to give one a

sense of the immense scale of the workshops in bygone years. It was then back to Market Street in the city where we alighted to tour the State Theatre.

Sydney's State Theatre, completed in 1929, is a lavishly decorated 'Grand Palace' theatre. It reflects all the confidence and brashness of the 1920s.

The public areas are a feast for the eyes. Original artworks and sculptures adorn the walls, chandeliers and elegant leadlight sconces provide soft lighting effect for the rich dominant red and gold colours of the theatre. And if the lavish public areas didn't get your interest, then backstage surely did.

Deep below street level is all the equipment needed to keep a theatre going. In the basement there is a World War One vintage Deutz diesel engine seized from a German U-boat as war reparations, along with a big industrial boiler needed to keep the theatre warm. There is also a vintage air-conditioning plant, complete with smelly ammonia tank. Then, under the Stalls are twelve long organ pipes (the rest are above the ceiling) and in the blackness, a hole which gives access to the historic Tank Stream. There is also a pile of original builder's rubble from 1929.

We were served tea and coffee in the foyer before the tour and two hours later, having been expertly guided around the theatre by our own cinema historian, Ian Hanson, adjourned to the Art Deco Stateroom Bar for finger food and drinks, a fitting end to an amazing afternoon.

Our thanks to David Critchley and Ian Hanson for organising the tour and dinner and to David Griffith for the use of Albion 1892. Thanks to Craig Parkinson who expertly drove the 'decker on the day and also to Bob Merchant for the essential behind the scenes work, especially on creating the replica theatre Pass Out tickets. Special thanks to the Museum's Board, for their continuing support of events and special days and the Managers and Staff of the State Theatre and Stateroom Bar for allowing us to explore this wonderful piece of Sydney.

New Car Launch

The Display Hall was hired by Tynan Motors for the launch of the new Mercedes-Benz C class range of cars on the evening of 31 July. The new Mercedes range was launched simultaneously at various sites around the world.

The area was partly emptied of trams, carpet laid, stage and screen erected, a circular refreshment bar brought in and disco style lighting installed.

Around 250 invited guests attended the launch. Our C class trams of 1896 and 1898 provided a backdrop to the proceedings which included four Italian tenors who go under the name, 'Figaro'.

The Display Hall had the feeling of a high class disco!

Transfer Preparations

In preparation for the transfer of a number of trams to the old National Park shed for medium to long term storage, an unloading ramp was erected outside the front of Road 2 on 14 July using old sleepers to support a track panel consisting of two rails held in gauge with tie bars.

Bill Parkinson fitted a coupler to the northern end of R car 1741 to facilitate towing. On 11 August 1740 moved 1741 to the workshop where it was lifted with the new power operated jacks. The un-motored Sydney No. 12 and No. 13 trucks were removed and replaced with a pair of W2 shop trucks with the view of overhauling the Sydney trucks for further use. On completion of the work 1741 returned to its parking spot near the Railway Square waiting shed.

In the meantime K car 1295 was moved out of Road 14 in the Top Shed which made room for Adelaide H type 357 to go under cover.

On 25 July C car 12 was moved from the back of Road 14 and was replaced with Brisbane ten bench car 71, with 357 at the head of the road.

Old Site Depot

On 28 July Mario Mencigar of Australian Train Movers arrived with R car 1819 from the Canberra Tradesman's Union Club which had been stored on Mario's property. It was sitting on a pair of un-motored W2 trucks. The car was rolled off Mario's trailer and parked, as it was to be the last tram to be moved that day and would occupy the head of the road in the old shed. This provided some unique photo opportunities with 1740.

K-1295 was loaded and transferred to the old shed, unloaded and pushed to the back of Road 2. It was followed by Sydney C 12 and Melbourne SW2 car 432. Finally 1819 was re-loaded and taken to the old site.

Crossing the fast moving traffic on the highway is becoming increasingly difficult with slow moving vehicles carrying trams!

The next transfer is scheduled to take place in the near future and will include R cars 1741 and 1917 currently stored at the Railway Square Waiting Shed.

Electrical

Tom Tramby has been operating the bucket

truck for Geoff Olsen to service various lights, both inside buildings and around the site.

On 3 August they ran cables from the No.1 substation (under the museum's office) through underground conduits and via overhead troughing in the main building to connect to a new distribution board near the toilets beside Road 8. This will serve the YMCA Building and the rear of the Display Hall.

In the Workshop

In the workshop several projects have been running simultaneously.

R1 car 2001 was placed in Road 10 and has had Brisbane style emergency brakes fitted.

R1 1979 took the place of 2001 on 21 July. It is to receive the emergency brakes as part of other work being undertaken.

Chris Olsen and David Bennett are continuing wiring work on ballast motor 42s on Tuesday nights. The roof from D car 117 is stored on the deck of 42s and is hindering the re-wiring work. It is intended to lift the roof frame onto the roof of PR1 car 1573 in the near future.

The Peckham truck from 117 has been completely dismantled. The wheel sets are being cleaned and are to be sent to the Zig Zag Railway workshops for reprofiling.

The dismantled Peckham truck frame and the restored ornamental tops for the Sydney Municipal Council light poles are to be sent away soon for shot blasting prior to repainting and reassembly.

The light pole components have been reassembled recently with new clamps and bolts while the missing steel 'leaves' have been replaced with new ones made to the original pattern and welded in place.

Chris Olsen prepared our Bedford No. 3 tower wagon for its annual visit and display at Eastern Creek on Sunday, 26 August.

Track Work

Greg Sutherland and our CSO workers have extended the formwork as required for concreting the western track north of Pitt Street. Concrete deliveries have continued on an intermittent basis.

On 25 August we placed about 2 cubic metres of concrete in the trackwork north of Pitt Street when a further 3 metres turned up. Unfortunately the second driver could not get into a suitable position to discharge because of the earlier pour so he had to take it to the tip.

Mike Giddey has been cutting up old rails to fabricate into Sydney style track drains which will be used both sides of the Pitt street crossing and near the new Pitt Street trailing crossover.

Sydney C class 33

In Bendigo C car 33 had had new end platform bearers installed and the platform floors are now in place.

Sydney D class 117

Geoff Spaulding continues his work on the underframe of 117. He is presently mortising the second of the two side bearers and is trial fitting the tenoned ends of the various cross members and vertical posts

Off site, our joiner has completed repairing the saloon windows, making new saloon corner pillars and window posts and other body components.

Around and About

On 4 August the bucket truck was used to trim trees along Cross Street. The trimmings were mulched for disposal.

Greg Sutherland and his CSO workers used a hired electric eel to clean out blocked storm water drains near the picnic area entrance and along the

western side of the depot yard. They subsequently cleaned out sediment build up from the drains at the main gate and outside the south end gate.

A lot of water was recently seen in the maintenance pit on Road 2 and it was found that the pump was defective. The portable pump is now in use pending a more permanent arrangement.

Maintenance of the grounds and weeding along the line continue thanks to our Green Thumb Brigade. Ieva and Ted Gay are doing a great job with their gardening activities, and Val Olsen with gardening and especially her amenities cleaning. Thanks, Val.

A steel cabinet was delivered from the Port Kembla steelworks locomotive shop. It will be cleaned and painted and has been placed in the workshop for tool storage.

Contributors to this issue include David Critchley, Mike Giddey, John McFadden, David Rawlings and Bill Parkinson.

MUSEUM EVENTS CALENDAR – 2007

Sunday, 23 September 2007 – Tramways and the State Archives – A History Week event.

Museum Display Hall, 2:00pm-3:30pm

An introduction to tramway history through State Records NSW and the resources of the Sydney Tramway Museum. Lindsay Allen from State Records will make a presentation of about 45 minutes on their resources and Museum will respond for about 30 minutes on our archives, photographs and educational facilities.

Saturday, 29 September to Sunday, 14 October 2007

School Holidays

Saturday, 29 September to 1 October 2007

AMRA Model Railway Exhibition, Hurstville

The Museum will have a sales stand at this Exhibition.

Sunday, 7 October 2007

140th Anniversary of The Royal National Park

The Museum will be running a free (donation) tram service into the park and National Parks & Wildlife Service personnel will be conducting special guided walks down the Bridal Track to Audley. The Museum will be providing a vintage bus for the return to Royal National Park station to rejoin the trams.

Sunday, 21 October

Theme Day – Fast Track to the 1950s

Event Coordinator: David Critchley

Details have still to be finalised but may include various sales stalls, antique and the like. A 1950s Rock and Roll band is needed – cheap or preferably free!

Saturday, 22 December to 31 December 2007

School Holidays

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 – 1 DECEMBER

Conductor Training

A training course for Tram Conductor will be held at the Museum on Saturday, 17 November 2007, commencing at 10:00am.

Members or Friends who wish to attend this course should call Hayden Holmes on number 0416 069 161 to register their attendance.

Traffic Staff Meeting

The next Traffic staff meeting will be held on 9 February 2008 at the museum, commencing at 10:00am.

New Friends

We welcome the following new Friends to our ranks:

2644	Morrison, Frank	Abbotsbury, NSW
2645	Morrison, Margaret	Abbotsbury, NSW
2646	Morrison, Alastair	Abbotsbury, NSW
2647	Morrison, Ethan	Abbotsbury, NSW
2648	Strancar, Katarina	East Hills, NSW
2649	Levy, Todd	Engadine NSW
2650	O'Brien, Darryl	Cootamundra NSW

In the Workshop

Bill Parkinson has fitted R1 car 1979 with air horns. Brisbane style emergency brakes have also been fitted as a way of reducing the need for an observer on our corridor cars. The bodywork was completed by the weekday crew and paint touchups were done by Ian Hanson. The car was out-shopped on 3 October and its place on Road 10 was taken by 42S.

Brisbane Phoenix car 548 and Sydney R1 car 2001 have also been fitted with air horns. 42S has had its new headlights fitted to the aprons. Frank Cuddy has been preparing the controllers and other electrical components for D117. Our weekday crew have also welded two frames to the traverser to provide a driving position at each end.

Sydney P class 1497 had a failure of one of the resistor grids. The grid was removed and rebuilt using parts from another one, refitted and tested. The car is back in service.

The wheelsets from D117's Peckham truck (it's not a Brill truck as mentioned in the last issue) are due to go to the Zig Zag Railway for reprofiling shortly.

Transfers to old site depot

On 15 September Tom Tramby and Mike Giddey moved the temporary unloading ramp from 2 Road to 3 Road at the Old Site in preparation for the next delivery of trams and also aligned and fishplated the track panels on 1 Road. This move would include the body of N car 710 which has been on a property in the southern highlands for many years. The move planned for 22 September was postponed due to the unavailability of a crane to lift the N car. The next Saturday was on the long weekend and the Roads & Traffic Authority banned the movement of semi-trailers during this busy period.

The N was loaded by crane onto Mario Mencigar's low loader and was placed on two unpowered W2 bogies so it could be rolled off at the Old Site. The corrugated iron pitched roof that has protected the car over the past 50 odd years has been retained as the old shed leaks badly. To unload the car a short track panel was lifted into place at the front of 3 Road with the

yellow forklift on 6 October. This panel has to be removed to close the doors and fills the gap between the track panel on the ramp and the inside track. As the N rolled down the ramp the track moved causing the car to de-rail just inside the doorway. While Mario went to the Museum to load R car 1741 the end of 710 was lifted with the forklift while the bogie was re-railed using the Port-a-Power and steel plates. A speedy effort by Michael Giddey, Tom Tramby and Danny Adamopoulos saw the car back on the rails in 30 minutes. The N was safely at the back of Road 3 by the time Mario returned with 1741. It was unloaded without problems and was followed by R car 1917.

Electrical and Overhead

The long running job of installing the new Display Hall Distribution Board and associated sub mains is now complete. The drawing in of the cables to the Main switchboard was accomplished with a minimum of fuss in a well planned operation which required Road 8 to be cleared of trams as far as the toilet block. With Chris Olsen feeding the cables into the conduit in the Display Hall and a cast of thousands (well, a lot) feeding the cable up to him and pulling the draw wire, the job went smoothly and in what seemed like no time at all, the trams were going back into the shed. A few days later during a planned power outage, Chris and Geoff Olsen connected the cables into the Main Switchboard and the Distribution Board. This means that all of the new outlets, both 240 volt and 415 volt in the northern end of the display Hall and on the fence at the end of the Running Shed are available for use. In time the high bay lights in the Display Hall will be transferred to this Board as well. The upper three floors of the YMCA building will also be supplied from it.

The old board which has graced the wall next to the toilets since the mid 1980s has been removed and the lighting and power which it used to supply have been transferred to the new board.

A job like this requires a lot of labour for the heavy work. Thanks must therefore be extended to David Rawlings, Tom Tramby, Danny Adamopoulos, Craig and Bill Parkinson and David Bennett for their assistance.

David Rawlings is continuing adjustment of the yard overhead to reduce the chance of dewirements. Technically it is a challenge due to the various combinations of tram types that we operate.

Trackwork

The relaid western track north of Pitt Street continues to receive surplus concrete on an intermittent basis. Greg Sutherland and the CSO workers extend the formwork to keep ahead of the concrete and lay and finish it when it arrives. The formwork has reached the existing concreted points so that the track on the north side will soon need to be levelled.

Mike Giddey has been pre-fabricating Sydney style track drains in the welding bay of the workshop. One of these was welded into position on the western track near the future trailing crossover on 26 September.

The timber point covers on the scissors crossover have deteriorated from the passage of heavy vehicles over the years and the south-western cover was reconstructed on 13 and 22 October. This time three pieces of steel channel recycled from the old underframe side members of 42S were used to support

the hardwood planking so the covers maintain their authentic Sydney appearance. This is the second cover to be replaced.

With the two Sydney R cars removed from the front of the waiting shed, planning is now commencing for the track to be lifted, relaid and encased in concrete. There will be a trailing crossover installed at the southern end of the waiting shed which will allow double track through running in Tramway Avenue without the need to use the scissors crossover.

Sydney D class 117

The two new hardwood side bearers for D car 117 have been completed by Geoff Spaulding after being mortised to receive the tenons on the various horizontal cross members of the underframe and along the top surface to receive the future vertical posts. The two new eight metre steel side plates have been drilled, cleaned and primed.

The underframe was reassembled on 15 September and the steel side plates were fitted the following Saturday along with the tie rods to hold the whole thing together. Attention has now turned to the two hardwood bearers or summers under the floor at each end. These timbers extend from the saloon bulkheads to the ends of the car and had been butchered to fit two-foot gauge bogies whilst at Goulburn. These timbers support the coupler mounts which are mortised and tenoned into the summers so there is plenty of detailed work to be done.

Display Hall roof

A number of the clear fibreglass roof sheets that form the skylights in the front part of the main building erected in 1980 had deteriorated from exposure to ultra-violet light and were leaking. All were so deteriorated that the admission of light was severely restricted. On 22 September Danny Adamopoulos' brother Dominic replaced most of the defective sheets with new material. So much light comes in now that you look twice to make sure the roof sheets are still there. He was back on 6 October to form up and place reinforcing steel for a strip footing along the eastern wall of the display building. When the original 1980 building was extended about 1991, the eastern side wall was temporally clad with Colorbond steel sheeting in lieu of the brickwork on the original section. The YMCA building now covers most of the 1991 extension and the new footing is required for the erection of one additional panel of brick wall to replace the only section of temporary wall remaining. Having the footings completed will allow us to take advantage of any CSO brick layers when they join the ranks, allowing us to complete another section of the building.

Our History Week event

On Sunday, 23 September 2007, Lindsay Allen from State Records presented an overhead screening of tramway photographs which will be appearing on State Records NSW's website in the new year.

Peter McCallum provided information on our educational facilities. Bob Merchant gave an overview of the plans for our archives and Vic Solomons provided physical examples of some of the photographs held by the Museum.

The venue was moved from the display hall into the workshop due to lighting conditions (it was too bright in the display hall) and the move was appreciated by our visitors, who found the new location an interesting and appropriate one.

Back to the Fifties

The Museum went back to the 1950s for its Event Day on the 21 October. Tramway Street looked very impressive with a virtual traffic jam of fifties era vehicles and trams. Centrepiece of the visiting displays was Dan Evans' 1957 Ansair Flexible Clipper coach parked up against the tram ramp on road two. It was surrounded by some 20 classic Holdens from the FE-FC Holden Car Club and eight trucks and cars from the 49-62 Ford V8 Car Club.

In the Railway Square Waiting Shed, Suzy Goodwin from 'Suzy's Funky Junk' set up an antique stall with some fabulous '50s retro items. Vic Solomons also had a stall selling a number

of his railway and tramway book 'seconds' while Engadine Rovers had their usual sausage sizzle to complement our own kiosk.

Adding to the Fifties atmosphere, our tram crews were dressed in authentic or replica '50s uniforms and visitors paraded in fifties fashions. The replica uniform shirts were kindly made available by Ian Saxon, who had them made on a recent trip to Thailand. While the material might be modern, the colour and cut of the shirts are an exact match for the originals.

Operationally, we used Sydney P 1497 and Sydney R1 2001 as the main service cars, representing trams that would have been seen in 1950s Sydney, and San Francisco 1014 representing a tram that was seriously discussed as an option for Sydney in the 1950s. For the enthusiasts, breakdown O class 141s and ballast motor 99u made a non-passenger run to Sutherland and return. This was well received by those present and camera shutters clicked away happily.

But perhaps the highlight of the day was the entry into service of Adelaide H 358. Thanks to the hard work of Bill Parkinson, Ian Hanson, Bill Denham and Peter Black, H 358 ran its inaugural public trip in Sydney on the 11:00am service to Sutherland followed by the 11:15am service to The Royal National Park. It is now possible to ride trams from four Australian States in Sydney. The tram performed faultlessly during the day as it shared Royal National Park duties with Sydney R1 2001.

Despite smaller than expected visitor numbers, the day was very successful. Many thanks to David Critchley, Hayden Holmes, Frank McQuade, Peter McCallum, Sam McGuinness, Ian Saxon and Ian Hanson for their work in planning this event.

If you are interested in assisting to organise next year's 1940s event, please call David Critchley at home on 02 9545-4406.

Tramways navy blue replica peak caps

Museum Event Days often feature our tram crews kitted out in authentic or replica uniforms. As mentioned above, Ian Saxon recently had six replica shirts made up by a tailor on a recent trip to Thailand and this has enhanced our ability to recreate the Sydney tramway era in Events.

Our next step is to find suitable peaked caps to complete the uniforms. Original NSWGT caps are now hard to obtain and often the material is beyond repair or the sizes are too small for 'modern' heads.

Hills Hats of New Zealand currently supply our Museum caps, (which can be ordered through Peter McCallum) and when these were compared to NSWGT caps in David Critchley's collection, they turned out to be an almost exact match. A quick call to Hills confirmed that they could supply the same style in navy blue as well as the Museum's brown. While price is yet to be confirmed, it is expected that it would be around the same price as the Museum caps i.e. around \$70 each. However, we may get a better price if we place a bulk order.

If you are interested in getting a NSWGT style navy blue peaked cap, you can call David Critchley (02 9545-4406) or email him (filanddavid183@yahoo.com.au) with your cap size. Once we have a sizable order, we will approach Hills for a firm price and manufacturing time-frame. Please note that this cap will *not* replace the current Museum cap or uniform, which continues to be brown.

Christmas Barbecue

Our Members and Friends Christmas Barbecue will be held on Saturday, 1 December. We will also be joined by the Australian Model Railway Association who provide a barbecue each year for their members who assist with the annual model railway exhibition held at Hurstville.

Bring along your food and we supply the barbecues. Tram rides are part of the evening's happenings.

Contributors to this issue include Danny Adamopoulos, David Critchley, Mike Giddey, John McFadden, Bob Merchant, Geoff Olsen, Martin Pinches, David Rawlings and Bill Parkinson.