

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

Sydney Tramway Festival – 24 February 2008 – at the Museum

Traffic Staff Meeting

The next Traffic Staff meeting will now be held in the afternoon (2:00pm) on 9 February 2008 as in the morning we will be rolling out the Safety Management System (SMS) to our Traffic staff. The SMS morning session starts at 9:30am and finishes at 1:00pm. All traffic staff **MUST** attend this to ensure that everyone has been informed about the Safety Management System. Copies of the SMS will be handed out at the information session.

New Friends

We welcome the following new Friends to our ranks:

2651	Allen, Peter	Glenwood NSW
2652	Turner, Sam	Maroubra NSW
2653	Lee, Zachary	Maroubra NSW

Trackwork

The concreting of the re-laid western track north of Pitt Street has continued as concrete has been received and is now approaching the new points which will form one half of the new trailing crossover

On one occasion two people attempted to place and finish a massive six metre load. It went off before some of it could be properly finished. Parts of this pour were subsequently broken out with the light jack hammer but most of the pour was able to be retained.

Another track drain was completed near the crossover points. More track drains have been pre-fabricated from old rails and have been stock-piled for future use.

On 8 December Holland's back-hoe was used to excavate a trench from the second army (and Sydney Water access) level crossing near the top of the grade from the Army Depot into the roadside dish drain further down the hill. 150mm PVC drainage pipes were laid and the trench was backfilled. This will drain the point pit that is to be constructed soon for the proposed new points for the southern end of our northern terminus. Eventually a loop – Rawson Loop – will be constructed here when the line is extended towards Sutherland.

Some electrical conduits have been purchased for future underground power in this vicinity and arrangements are being made with Holland's to provide a three phase supply to the north terminus area for up-coming welding work.

Overhead wiring

On 26 November a contractor erected a new heavy duty treated pole on the National Park line to replace life expired pole number 150. On 8 December the trolley wire was transferred temporarily to the new pole and the old pole cut up and removed. Dave Rawlings prepared a new side arm bracket and fittings and this was installed the following Saturday.

Steel Poles

A number of the timber poles, particularly on the National Park line, will need replacement in the next couple of years as some have been attacked by white ants. This is an expensive process, as the cost of replacing one pole in December, was just under \$1,000! We therefore are seeking support from members and friends to 'adopt a pole', to help with this replacement necessity, and also to 'adopt a sleeper', as we will during 2008 also need to raise around \$60,000 to acquire and install more concrete sleepers on the National Park line to ensure we can continue operations beyond 2008.

Some relief has been provided through the efforts of Craig Tooke and COTMA, and the generosity of Yarra Trams, who have made available six surplus steel poles for collection in Melbourne. We will need to fund the transport costs to Sydney and installation. Bracket arms will also need to be adapted for use with steel poles and David Rawlings would welcome any assistance with this job, if anyone feels able to help.

Road 4 wiring update

The Tramway Division of the Museum of Transport and Technology in Auckland has provided four section insulators, ex the local trolleybus system, that will be used to complete the wiring so that trams can be driven through the workshop annex without the need to use the wandering lead. Thanks to the guys at MOTAT, especially Colin Zeff.

Miscellaneous

Dave Bennett and Chris Olsen recently weed-sprayed both lines.

Bill Parkinson organised the purchase of a sheet of new tread-plate and Mike Giddey cut it to size and welded it in place on the Road 2 point cover.

Our weekday crew took the shaft out of one of the small cranes that belongs to the wheel press and machined it so it could be re-installed on the press.

One of our hydraulic work platforms was loaded into the yellow tipper and transferred to our number

three substation at the northern terminus. Ian Saxon is using it to facilitate the completion of the interior painting that he is undertaking in the substation building.

Two of our fork lifts failed with mechanical trouble but Bill sourced replacement parts and they both should be back in service very soon.

Brisbane 548 suffered a failure of a contactor coil which was removed and repaired. It has been replaced and the car is fully serviceable again.

600V DC rectifier hire

An interesting recent exercise earned the museum a welcome fee. The producers of the mini-series 'Pacific' (a sequel to 'Band of Brothers' which tells the personal stories of American GIs during WW2) is filming this drama partly in Melbourne and hired W3 number 667 from the Tramway Museum Society of Victoria. The car was taken to part of Newport Railway Workshops which had been set up for simulated night filming of the car. The interior of the car needed to be lit. As the TMSV didn't have a suitable portable 600V DC power supply they referred the film company's electrician to Bill Parkinson and arrangements were made to hire our DC unit. Bill was flown to Melbourne to show the electricians how to set up the rectifier as they had no previous experience with DC power. It seemed bizarre that they moved the W3 from Bylands for the filming when the rest of the shed was full of trams of W5, 6 and 7 classes. However, they wanted the vintage appearance provided by the varnished interior of the W3 and the film has a generous budget. The rectifier unit was returned to the museum on 12 December.

North Terminus

The worksite at this location has continued to expand, and to allow access by Railcorp heavy equipment it was agreed with John Holland that the southern gate could be reactivated on an 'as required' basis, and in early January the rail stack blocking access was moved and a second gate on the John Holland site fencing was installed, access was graded, 'No Standing' signs erected, whilst our track team gained the use of John Holland's crane and backhoe to assist with our works. In due course the crane will be made available to us to assist with installation of pointwork at this location.

Melbourne Cable trailer 589

The Canberra Tradesmen's Union Club has donated this car to STM and is covering the transport costs of delivering this car to the old site for storage. It is expected that the car will be delivered during February, which will provide us with a complete grip and trailer set for eventual restoration and display.

Roofs for replica sprinkler car 113w

These were built by Geoff Spaulding around 1990 for a training project at Hunter Valley Training Co. at Maitland, which was being undertaken along with the reconstruction of 93u. Unfortunately funding dried up

and the incomplete tank and frame remain stored near the highway level crossing.

The roofs were stored at Maitland until there was an urgent need in the last two weeks to move them. Thanks to Haydon Homes these roofs are now at Loftus, where in due course hopefully our Wednesday team may wish to take on the challenge of finishing the sprinkler car for display purposes, once they complete the excellent work they have been doing on 42s.

P car 1501

This car was purchased at auction at Lightning Ridge about 9 years ago. For the last seven and a half years it has been stored under cover in a light aircraft hanger and barn at Byrock. Regrettably we were not aware of all the details involved concerning the storage arrangements advised to us at the time, which has been disputed by the property owner concerned.

Arrangements, after protracted discussions, have now been concluded where it is expected the car will be delivered to Bendigo near the end of February for a total cost of \$12,000 for transport and storage. There was no alternative to this if we wanted to save the car.

We should be grateful to an anonymous Victorian sponsor who will assist with about 75% of the funding, along with a substantial contribution to potential future restoration costs, however we are in dire need of at least \$3,000 from other donors to ensure we cover these current costs and eventually have a second P car at our museum. This car is one of only four still in existence and is in a fit state for restoration. Please help if you can.

Insurance costs

Members and friends need to be advised that our insurance now almost accounts for 50 cents in every dollar of revenue we earn. A recent review of the replacement costs of buildings for fire insurance purposes resulted in an adjustment bill of an additional \$5,500 for revised values taking the total for fire insurance cover to over \$16,000 for the 2008 year. Such hefty payments at this time of year, along with our public liability cover each July, make it very difficult to manage our cash flow, and members are asked to consider these issues when thinking about how we fund other improvements or maintenance around the site. We are fortunate to obtain surplus concrete without cost, however all else comes at a cost and if it was not for the generosity of members and friends there would be many other restoration and works programmes that would not be achieved.

H car parts

We are grateful to the support of the Australian Electric Transport Museum, St. Kilda, for donating trolley poles and other parts and to Ian Seymour for delivering same to Bendigo for on forwarding to Loftus for fitting to 357.

Equipment ex Newport

We are grateful to Mike Ryan of Victrack and to COTMA for assisting with the donation of surplus

motored bogies for use under W5 car 792 which is to be sent from Cessnock on permanent loan to Glenreagh Mountain Railway at Glenreagh, and for other equipment to be used at Bendigo in the restoration of the truck to be used under double deck C car 33.

Tramcar Restorations

D car 117

The underframe of this car has been completely rebuilt and assembled by Geoff Spaulding. Ross Traeger has fabricated various side frame supports, panels and other components at his joinery which are now on site.

The steel side plates were marked for cutting to their finished lengths and removed from the timber framing to facilitate the cutting which was done by Bill Parkinson using a metal cutting disk in the circular saw. The 45 degree splays at each end were also cut at this time. The plates were then re-installed.

The curved end planks were fitted to both ends and the whole underframe was turned upside down using our overhead cranes. This was to facilitate the fitting of underfloor equipment such as the coupler mounts, brake cylinder brackets and the ribbon fuse mounting. The underframe was undercoated and then painted black by Bill Parkinson. It was turned right side up on the trestles on 19 January and the roof placed on the frame to enable ribs to be replaced and repaired as necessary.

Our Wednesday crew overhauled a brake cylinder and bent the steel brackets required to mount it under the car.

Bill Parkinson is working on the first traction motor for the car and all new parts have been acquired for the rebuilding of the car's motors. Frank Cuddy is working on the other electrical components.

On 19 November Tom Tramy and Bill Parkinson loaded the wheel sets from 117 onto Tom's car carrying trailer and took them to the Zig Zag Railway's workshop for machining. They also used the trailer to take the Brill 21E truck frame components to have them shot-blasted at Port Kembla. These were returned to Loftus on 18 December.

A set of resistance grids mounted in a steel frame was obtained when D scrubber 137s was scrapped in Brisbane in 1969. It has been dismantled to provide grids for 117.

D scrubber car 134s is in the workshop over the pit for comparison with 117 so measurements can be taken during the re-fitting of the equipment.

The opportunity was taken to remove some extra framing fitted to the roof of 134s in 1997 for the mounting of the Berlin pantograph used during its track scrubbing operations on the Sydney Light Rail system.

J car 675

The car first turned a wheel under its own power at 5:35pm on 16 February 2008, albeit briefly, when a couple of glitches were found which caused a brief substation outage. These issues were resolved by the

next evening when the car ran successfully under power in the depot building. The efforts of Don Webb, the electrical marvel at Bendigo, Darren Hutchesson and Tim Blythman were greatly appreciated in achieving such a milestone, which is the first time the car has moved under its own power in 73 years!

The other workshop staff and coachbuilders, Luke Jenkins, Dennis Rodda and George Sterling, along with volunteer Bill Chan and others deserve special mention for their efforts in making a dream possible. The car looks complete now that footboards have been added, however various mechanicals, including handbrakes need to be finished, along with fitting of lifeguards and final painting.

Unexpected costs have caused a budget shortfall of around \$20,000 with this restoration, for which additional gifts will be greatly appreciated.

C car 33

Work on this car has proceeded well in Bendigo. The floor for the upper deck and other works soon to be completed in Bendigo will see the lower deck finished there before the body is transferred to Loftus for fitting of the upper deck. The quote for the two staircases at \$7,000 is \$3,000 over our budget, so again we need to expect some cost overruns needing funding, however this is an exciting project which will when completed attract a great deal of interest in our tramcar heritage and our museum. In addition the springs on the Brill truck(ex 137s) all need to be replaced at a cost of around \$7,000, which was not necessary for D 117, and again something we did not include in our budget.

Ross Traeger has fabricated the upper deck side and corner pillars and will do other joinery works for the upper deck. He has made a prototype upper deck reversible seat based on the principles and end steel brackets from F car seats. The design has been amended already as it was found the solid F car seat backs were unworkable with a smaller seat base than with the F car and thus a design with a top seat back rail similar to Hobart and English style cars has now been fabricated.

Ballast motor 42s

Dave Bennett and Chris Olsen are continuing the re-wiring of the car in the workshop extension mainly on Tuesday nights. Ian Hanson has commenced painting the car and Bill Denham will be assisting him with the finer work.

Launceston cars 1 and 14

Agreement was reached with the Launceston Tramway Museum to exchange the body of car No.1, which was donated to us some years ago by the Canberra Tradesmen's Union Club, for car No.14, as car 1 was deemed historically more important to that Museum. Our anonymous Victorian sponsor for this project, (a different party to car 1501) has agreed to the proposal in the best interests of all concerned and it is expected the delivery and exchange between Bendigo gasworks and Launceston will occur during February.

Vale

Member 20, I. Kenneth Winney passed away on 15 November 2007. Ken joined our fledgling society in December 1959 and was very active in the ARHS and his church.. A memorial service at West Epping Uniting Church on 21 November 2007 was very well attended by ARHS and Museum members.

Friend 2342 and former member 239, Dr James R. Angel OBE passed away on 21 December 2007 aged 72 after a long illness with cancer. During his life, Jim was Senior Lecturer in the Department of History at the University of Sydney. He was also Senior Tutor at St Andrew's and later St Paul's colleges at the University and he was a revered mentor to many students. As a young man, Jim taught English in Borneo as part of the Colombo plan and for the last 25 years he has been Patron of the Savoy Arts Company. There will be a Memorial Service for Jim on Monday 11 February 2008 at 11:00am in the Great Hall at the University of Sydney, and all are welcome.

Member 14, Canon Lewis Nyman passed away on 1 January 2008 aged 73. Lewis joined the Society in December 1959. A Requiem Eucharist was held at Holy Trinity Cathedral, Wangaratta, Victoria at 11:0am on 11 January. More than 400 mourners, including representatives of the RSL, National Servicemen's Association, Vietnam Veteran's motorcycle club, a contingent of Police, former parishioners from Wodonga and Bright and a large number of Anglican clergy were in attendance. Lewis was described as 'a lovable eccentric'. They joked about the trams, his humour and story-telling and recalled his generosity and particularly his concerns for other veterans of a war that changed all their lives. In a rare tribute Bishop Farrer led the cortege in procession from the cathedral grounds as Lewis's family left for a private cremation.

Peter Kahn wish list

As one of our most active traffic members, Peter has reminded us all of the need for active participation in our activities. WE need to see more people in the active list, as we are short of able bodied volunteer staff to assist with duties in the display hall, bookshop and kiosk, as well as aspiring to act as conductors and drivers after suitable training. Please call Peter on 02 9665 3820 if you think you can assist on Wednesdays, Sundays and particularly school holidays. Any amount of time you can help will be welcome.

Visitor access to restricted areas

Visitors are not allowed into the Running Shed, the Workshop or the Top Shed without FIRST and each time gaining approval from the OIC and / or the works personnel. The workshops require strict supervision of non-workshop personnel due to the nature of the work being carried out. It is appreciated visitors may be interested in seeing what goes on behind the scenes, but the numbers must be limited to no more than six visitors for each museum guide and if any children are included they MUST BE CLOSELY SUPERVISED AT ALL TIMES.

Missing items

The following items are not where they were last put and some have not been seen for a while. If any member knows their present whereabouts, please let a Board member know.

- Tramcar photo enlargements used for painting references, kept in the paint-shop.
- Replacement enamel signs for car 37, stored in the paint-shop.
- A new tenon saw and tack hammer used for maintaining displays, kept in the office.
- A roll of old tramway construction plans, stored in the locked perway tool box next to road 5.

Site rubbish

Increasingly there are food and confectionary wrappers, straws, plastic drink bottles and other scraps around the site. What visitors leave behind cannot be controlled, but it is the responsibility of ALL museum personnel to pick up their own rubbish and to pick up any rubbish lying around the site. Vic Solomons empties the bins on a regular basis, but picking up the rubbish and putting it in the bins is everyone's responsibility. As a tourist attraction we need to ensure we give a good impression and it would give Vic a hand too.

Mail delivery

In the past, if mail was addressed to our street address it would be automatically placed in our post office box as there was no local mail delivery. No mail delivery also meant we received a discounted fee for our post office box.

Now that TAFE and others are our neighbours, Australia Post is providing a local mail delivery and if mail is addressed to our street address it will be returned unclaimed if the postman cannot locate a letterbox. Currently we do not have a letterbox, although arrangements are in hand to install one near the front gate.

If any members know of any outside parties who regularly address mail to our street address can they please contact them and request they change the address to PO Box 103 Sutherland NSW 1499, our preferred mailing address.

Meal room

Thanks to Vic Solomons and David Rawlings for providing tea, coffee, sugar and biscuits for the meal room with occasional special extras by Tom Tramby. Also, as a gesture of thanks to Val Olsen, who cleans the meal room, it would be helpful if tea bags and other rubbish were put in the bin and that spills are cleaned up. Val is not your mother!

Contributors to this issue include Howard Clark, Mike Giddey, John McFadden, Bob Merchant, David Rawlings, Ian Saxon and Bill Parkinson.

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TRAMS AFTER DARK – 21 JUNE 2008 – Our Night Photography Event

New Friends

We welcome the following new Friends to our ranks:

2654 Shaw, Ken Weetangera ACT

We also welcome a new shareholder:

670 Leask, David Jannali NSW

David has taken over the membership of his late father, Rev. Kenneth Leask, who passed away earlier this year. Ken had been a member since March 1970. Welcome, David!

Electrical

Geoff Olsen, Bill Denham and Josh Dreaves have installed four more heritage streetlights on the eastern side of the main line north of Pitt Street. Some trenching is required before these can be made operable.

The Wednesday crew are preparing three large streetlights similar to the existing one which has adorned the footpath in Tramway Avenue for many years. These will be fitted to the bases located on the footpath outside the Restoration Building and also to the base located opposite the Railway Square waiting shed. This should improve the look of the street scene as well as providing additional illumination for night events. The mundane but important electrical maintenance tasks of course continue.

Light fittings acquired

Mike Giddey asked one of his sons-in-law, Mark Orth who is a builder, to keep his eye out for good second hand fluorescent light fittings for the museum. His regular electrician was involved in an office building re-fit and about 130 good light fittings were stored in a container on the roof of the building waiting for disposal.

Mark and his apprentice loaded them into the lift and carried them to Mark's van and trailer. Mike brought them to the museum on 12 January and 9 February where they were gratefully received by Geoff Olsen. The YMCA building alone will probably require most of them.

Mike also cut up some steel plates to make cover plates for about a dozen electrical pits located on the floor of the Display Hall.

Wednesday Work – March

Brisbane 249 was put over the pit for a preliminary inspection by Mick Duncan and Josh Dreaves. Later,

Mick, Rainer and Alan tightened a few loose nuts and lubricated and adjusted the brakes.

The three street light ornamental poles mentioned earlier have been painted by Terry, Warren and Bob and later the clips which hold the whole thing together were veed out by Vic Solomons and Mick Duncan for Terry to weld to make them fit. The following week they were assembled by Warren, Terry and Bob.

Frank Cuddy has started work on a small Westinghouse 2-cylinder ex NZ trolleybus compressor to go under D car 117 as DH16 or CP27 compressors are too big to fit under the floor because the 6ft 6in wheelbase Brill 21E truck does not have enough room between the motors. It "megged up" extremely well.

Wednesday Work – April

Mick has started work on the valves and will have to make a special tool to remove and replace the valve cages, the threads of which need cleaning up.

The sump was taken off and the big end bearings and crank shaft journals inspected. They were found to be in very good condition.

The valves have been cleaned, lubricated and re assembled. They are also in very good condition.

Trackwork

The new western track north of Pitt Street has now been concreted as far as the blades of the points for the trailing crossover.

Overhead wiring

A collaboration between the electrical and overhead sections saw a light installed over Cross Street on a span wire, typical of past practices, in keeping with the museum's overall plan to visually represent the period between the wars.

Wood Blocks

A quantity of wood street paving blocks has been donated to us by Victrack ex Preston Workshops for eventual paving of the street area near the Railway Square Waiting shed. This is another example of the benefits of the COTMA / Victrack regular Heritage Forum meetings hosted every two months in Melbourne by Victrack, and attended by representatives of Victorian COTMA Museums, Australian Electric Transport Museum, St. Kilda and ourselves, usually represented by Howard Clark and Greg Sutherland. These items present a tricky delivery arrangement, still to be resolved.

Steel Poles

The poles donated by Yarra Trams are still being held for us in Melbourne, pending opportunity for a suitable accompanying 'back load', as on their own, they do not provide an economic load.

Melbourne cable trailer 589

Melbourne cable trailer arrived from Canberra on 6 February and was unloaded into the shed at our old National Park site.

P car 1501

This car was delivered to Bendigo gasworks site on Thursday afternoon, 28 February, 2008. We can be grateful to the five donors who generously contributed to cover the whole of the \$12,000 transport and storage costs.

Regrettably the car has suffered from the harsh environs of western NSW and contrary to our earlier advice has obviously not been in undercover storage the whole time. In addition the car has suffered from damage to both drivers cabins due to incorrect lifting as well as some underside damage.

All is restorable, although additional costs can be expected. Richard Clarke made an inspection of the car body during a recent visit to Bendigo. A condition report is being completed prior to a restoration plan being prepared. At this stage it is intended that body restoration works will be carried out in Bendigo, and when finished the body will be transferred to St. Kilda for fitout of the PC 5 control equipment by Jack Pennack.

At the Victrack heritage meeting in Melbourne on Wednesday 30 April, we were pleased to learn that Victrack have generously made available a pair of No. 15 trucks ex Newport to provide donor wheel, axle and motor sets for fabrication of Sydney N0. trucks, utilizing donor Melbourne No.1 frames along with Sydney axle boxes ex stock held in our top shed. Gifts towards this restoration will be appreciated.

Additionally, donor equipment ex Newport has also been made available to provide GE 247 motor spares for Brisbane 548, to cover the recent armature failure and future contingencies with this car. Selection of this equipment at Newport will be made by Darren Hutchesson on our behalf when the trucks for W5 792 are collected.

PR 1 car 1517

This car was acquired many years ago, prior to the acquisition of 1501, and as PR1 1573 already was to hand, 1517 was set aside as a contingency for retro restoration to a second P car had 1501 not become available. The car was received in derelict condition apart from a sound roof, underframe and drivers cabins, and has been kept in open storage under a tarpaulin at HPOTS, Cessnock for more than ten years.

At the April Board meeting it was agreed that this car be de-accessioned and sent to Bendigo for removal of salvageable components, including the drivers cabins, brake rigging and other underfloor electrical parts for use in the restoration of 1501. Assistance

towards the expected transport costs of around \$4,000 will be welcome.

W 5 car 792

This car has been in open storage at HPOTS, Cessnock for many years. The board has approved the proposed long term loan of this car to Glenreagh for restoration there.

We have secured a pair of motored trucks for this car through the generosity of Victrack, and these are expected to be delivered to Bendigo from Newport in mid May. A replacement drivers apron has been donated by Bendigo Tramways to allow repairs to be made to the car front, damaged by a truck at Cessnock a couple of years ago.

Berlin car 5133

The front apron of this car was damaged in a mishap at Loftus last year. Our friends in the Berlin Tramway Museum group have generously donated a replacement coupler, light and bumper fittings and resistor parts, which are expected to arrive in Sydney during late May. We can thank the staff at Schenker International, particularly Marketing Director, Graeme Smith, for assistance with this shipment, just as they did back in 1996, with the original shipment of the Berlin cars.

D car 117

Stripping of the roof framing commenced soon after and evidence of prolonged roof leakage was found that had resulted in rot affecting some of the roof ribs, parts of the horizontal timbers framing the clerestory, and the top part of one of the saloon bulkheads which are integrated with the roof structure. Meanwhile the couplers and safety chains were fitted by the Wednesday crew.

Bill Parkinson refitted the field coils and interpoles to the casing of the first of the two traction motors for this car. Before the armature was re-installed he carried out a polarity test. A low voltage current from the MG set was connected to the field coils and a piece of steel and a compass were used to ensure that each coil was correctly connected and had the correct polarisation. The motor was reassembled and tested on 30 January. The second motor was dismantled and cleaned with electrical solvent. A rat's nest was found inside along with the mummified remains of its former occupant. This motor was in better condition than its mate and did not require removal of the field coils. As a result it was re-assembled and tested by 12 March.

Geoff Spaulding has expertly cut and spliced new Tasmanian Blackwood into the rotted sections of the roof timbers and bulkhead and then mortised the new sections of timber to take the tenoned ends of connecting pieces. Greg Sutherland and Howard Clark have been stripping old paint and varnish from these components while dismantled. At the time of writing re-assembly of the roof framing has commenced. The truck side frames were sent out for shot blasting and have been primed while the wheel sets are still at Zig Zag for turning.

Our joiner, Ross Traeger, made two new clerestory window sashes to replace rotted ones. All of the remaining clerestory windows had the old damaged mouldings removed, before he carefully removed the coloured glass, before sanding the sashes, re gluing and repairing as necessary, before refitting the glass and replacing the beading. New green 'daisy wheel' pattern glass similar to the originals was acid etched by Harradence Glass for two of the 16 sashes on glass supplied by leadlighter, Bob Bush. Three of the four clear glass panes needed replacement, and Ross sourced four new panes of red glass for fitting to the outer end clerestory which had been panelled over with plywood, whilst the saloon end clerestory had retained its red glass. All sashes have been French polished and varnished by Howard Clark.

J car 675

Richard Clarke, as part of his visit to Bendigo on 3 April 2008, conducted a mechanical and electrical inspection of this car. Bendigo and STM member Bill Jollie, and workshop manager, Tim Blythman, acted as test drivers, whilst Richard had them perform various brake tests in the yard and in Tramways Avenue. The results of these tests were satisfactory and a few tasks remain, before the car will be passed as operational. These include the fitting of handbrake chains, completion of the conductor's bell circuit and installation of buzzers, fitting of lifeguards and minor door adjustments.

The lifeguard trays supplied by STM are standard for later Sydney cars and are too wide for fitting to 675, so alternatives are to be fitted.

The final touch up work on the paintwork is required, along with signwriting numbers, which on the car sides will be in traditional gold leaf, along with the letter J on the lower panel. Fortunately a damaged example of each original panel survived for use a template.

C car 33

Warren Howlett, Terry Thomas and the Wednesday team have been fabricating 20 steel reversible seat brackets, similar to those on F car seats, for supply to our joiner for make up of the upper deck reversible seats.

In Bendigo, the carpentry team, now mainly reduced to Dennis Rodda, have been carrying out work on the restoration of lower saloon seats, of which both backs and one complete base have been meticulously sanded by volunteer Billy Chan and others, and French polished. The original blackwood tops and seat nosings now have a magnificent dark glow, whilst the slats and 'bum dividers' have a light honey tone. The remaining incomplete seat base and frame is being remade by Dennis, which will require splicing of new materials to the remnant part, which was all that remained after fitting of a compressor and other equipment during the cars service life at Randwick.

The end and side aprons adjacent to the stair at each end and centre platform grab rails have been fitted. Staircases, designed and fabricated by Masfield

Engineering, including use of original style rivets have been fitted to the car. Masfields are designing and fabricating the stair hand rails and upper deck end platform protective railings.

Lower deck side windows and internal window top flap panels made by Ross Treager, have all been French polished and varnished ready for installation. Work on the overhaul and assembly of the car truck is almost complete along with the overhaul of a smaller DH 10 type compressor for installation within the truck frame between the axles.

Launceston cars 1 and 14

The exchange of these cars between Launceston Tramway Museum and STM took place with the delivery of No. 1 from Bendigo on the overnight ferry from Port Melbourne on Friday 22 February, arriving in Launceston the next day, with No. 14 returning on the ferry that night and safely unloaded in Bendigo on Monday 24 February. All parties involved were happy with the exchange, and LTM received some favourable media coverage of the event.

Ballast motor 42s

David Bennett and Chris Olsen are continuing the re-wiring of the car in the workshop on Tuesday nights. The Wednesday crew have modified and fitted four W5 sand boxes. Ian Hanson has carried out painting of the cabs.

Leyland half-cab bus 275

This vehicle arrived from Tempe and was placed over the 10 road pit on 16 February. Craig Parkinson and Dennis O'Brien removed a defective clutch plate and replaced it with a spare unit. The bus then swapped places with 42s, taking its place in the workshop extension. It has since returned to Tempe.

No.1 Forklift

This unit failed due to a defective hydraulic pump. After a couple of failed attempts to coax extra life from the original pump, a new one was purchased. As the mounting was different Bill Parkinson had to create a hybrid unit using parts of both the new and old pumps. It is now back in service.

Miscellaneous

On 8 March Holland's backhoe excavated Pitt Street outside the front gate for the construction of two more brick electrical pits with Gatic covers. Conduits were then installed between the conduits that were laid under the level crossing slab back in 1987 and the ones recently extended behind the Miranda waiting shed. This will allow the removal of the temporary overhead 415 volt cable over Pitt Street.

On 1 March David Rawlings raised the height of the overhead on Road 12 near the front of the main building.

On 23 February a donated tram compressor minus its motor was received.

On 26 January Geoff and Val Olsen took our No. 3 tower wagon into College Street in the city for display

in Motorfest, part of the Festival of Sydney.

Hayden Holmes and his helpers sprayed the weeds on 15 March.

The temporary unloading ramp was removed from Tramway Avenue on 12 April.

Mike Giddey has finished the current batch of track drains pre-fabricated for use near the front gate.

Adelaide H 357 and Brisbane 71 made an appearance on 5 April outside the top shed when Road 14 was cleared so that a pallet of K10 controllers could be retrieved from the racking at the back of the shed.

Sydney Tramway Festival

Despite the alternative attractions around Sydney over the weekend of 23/24 February, the organisers of the festival did not have high expectations for large patronage at the museum for this year's event.. Surprisingly, we were proved wrong! Our visitor numbers exceeded last years festival, which in itself was the largest number of admissions we have had.

This year's theme featured for the first time a tramcar from each of four Australian capital cities including some rare antiques from the Sydney fleet. Well, it seemed like a good idea, but our planned use of Adelaide 358 did not eventuate owing to a technical problem which meant that this tram stayed inside the depot for the day. Trams from interstate that operated over our tramway were Brisbane centre aisle 180 and our popular drop centre 295. Melbourne was represented by veteran W2 class 249 and indeed was admired by many of the travelling public with its immaculate interior varnish work. Sydney trams brought out for the day were 1903 F class 393, N 728 of 1906 vintage, O 1111 of 1912 and L/P 154 of 1926.

Many of the trams were despatched in pairs operating a through service from Loftus to Sutherland and direct to the Royal National Park terminus. Another interesting aspect noted on the day was the large number of interstate visitors and enthusiasts present. A woman visitor from Perth told a member that it was the best \$15 she had ever spent! Adding to the atmosphere was a 1947 vintage Albion double deck bus hired from the Sydney Bus Museum for the occasion.

The Engadine Scout group was involved in a scouting event but managed to provide one of their number who was assisted by museum members to provide us with their usual sausage sizzle.

As the museum was open to 6:00pm to take advantage of daylight saving, the longer hours proved popular with our visitors. This resulted in large loads being carried right up to the last tram for the day, Brisbane 180, which operated with a full seated load.

As in previous years, this event was made possible due to the untiring efforts of our volunteers, All of us must say thank you to those members who made it all happen.

Back to Brisbane

Sunday, 13 April 2008 was the 39th anniversary of the closure of the Brisbane tramways and the Museum has for many years marked the day by running our

operational Brisbane tram fleet. This year dropcentre 295 and Phoenix 548 were joined by veteran centre aisle tram 180, fresh from its' recent overhaul and restoration.

The annual 'Back to Brisbane' day has always been popular, not only with our visitors but also with the tram crew, many of whom fondly remember the final days of the Brisbane system. Many members who joined the fledgling Museum in the 1950s and '60s were in Brisbane for that historic and tragic day in April 1969.

This year, you might say that we went to heavenly lengths to recreate Brisbane's final day atmosphere. The day dawned bright, warm and clear, you could say perfect tropical Brisbane weather, and this encouraged good passenger numbers during the morning. The temperature kept rising during the morning and the open seating of 180 and 295 were keenly sort by our happy visitors.

Around 1:10pm however, just as 180 had returned from Sutherland and 548 was heading for the National Park, Brisbane weather - part two - started and the whole area was enveloped in a spectacular and violent thunderstorm. Lightning flashed, thunder roared and rain fell down in torrents. The tram service suddenly stopped as a lightning strike somewhere close by caused a total electrical blackout. Some Queensland visitors likened it to tropical storms in the north. Power was restored after a short time however trams services did not resume until our Electrical Engineer, Geoff Olsen arrived from home to cast a expert eye over the substation and gave the traffic crew the all clear to continue.

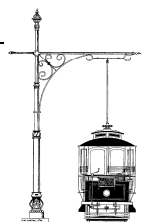
Meanwhile down in the National Park, Phoenix 548 was motionless, stranded by the loss of power. Driver Sam McGuinness, Observer Richard Jones and Guard Richard Mason did a terrific job in keeping the passengers occupied while waiting for the power to be restored, but when it finally did a further problem was encountered. For the first time in the 40 year history of the Museum we suffered a motor failure and 548 just wasn't in the mood to move and complained bitterly every time the controller moved above second notch. Fortunately a temporary solution was found and 548 made her way safely back to the depot. Just as in 1969, when 548 was put away and not used on final day of service, so in 2008 the tram did not see any more trips that afternoon.

Through out the afternoon rain showers continued and the sky was a gloomy gray. In Brisbane 39 years previously, Col Gilbertson reported it was much the same; 13 April had been warm and sunny but 14 April there was just rain, gray overcast ... and no trams.

Contributors to this issue are Mick Duncan, Howard Clark, David Critchley, Mike Giddey, Ian Hanson, Bob Merchant, Geoff Olsen, and David Rawlings.

Remember!

Bring your camera and tripod on June for our Trams After Dark event. Our barbecues will be available for your evening meal should you so desire.



SYDNEY TRAMWAY MUSEUM

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

5 May 2008

CAPITAL WORKS AND RESTORATION APPEAL

Dear Members and Friends,

The demands for funding to ensure we continue to operate, grow and meet expectations from visitors, along with keeping up funds to maintain momentum with our various tram restoration projects is placing burdens on our finances and particularly on those regular members and friends who have continued to generously contributed to our projects. Can you also help?

The key projects and their status are briefly as follows:-

- a) National Park Line, SLEEPER ENHANCEMENT PROJECT. We have been very fortunate to have just received advice of the donation of 400 concrete sleepers and clips to allow us to further upgrade the line. However, we still need to find by around the end of 2008 at least \$35,000 to fund the contractor costs of placement of these sleepers. These works will allow us then to operate comfortably for the foreseeable future.
- b) Display hall and other buildings, ALARM ENHANCEMENT project. Whilst we are still obtaining quotes we face an urgent need of at least \$20,000 to see that we give our priceless relics the best possible protection going forward.
- c) New Storage building near the highway level crossing. We have lodged a deposit with the supplier for this building and have \$60,000 set aside. Before proceeding with a DA for this project, we need to be assured we can fund footings and erection costs in the order of at least \$25,000.
- d) Tram restoration projects. J 675 has undergone brief operational testing and is close to completion. Cost overruns in recent months leading to this stage with 675, have draining our ongoing capacity to fund our current heritage projects with C 33 and D117, which although proceeding well, of necessity have been scaled back with C 33 in particular, due to cost pressures, including \$7,000 for the design, building and fitting of staircases. O 957 is due in the restoration building, once 42s is completed.
- e) Other trams. Separate donors have provided funds or assurances to progress in stages over at least the next three years, works offsite in Bendigo for Launceston 14, Hobart 20 and Sydney P 1501, for which in all cases, equipment and motors have been donated by Victrack. If you are interested in helping to support these donors with any of these cars please try and assist. For instance 1501 will need 16 replacement canvas doors for each car side, with the cost of around \$300 each, or about \$10,000 for the whole car. The derelict body of PR1 1517 needs to be sent to Bendigo at a cost of around \$4,000 to supply parts for 1501 and a sponsor is needed for this exercise.
- f) Craig Parkinson is still working offsite on the restoration of Albion bus 1619, and will appreciate some gifts to offset material purchase costs.

Yours Sincerely

Howard R. Clark OAM.
Chairman



NAME: _____ Membership No: _____

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

OR please debit my credit card with the sum of \$ _____ (Preferred Project: _____)

Card No:

Name on card: _____ Expiry Date: ____/____/____

Signature: _____

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

Shareholder's Annual General Meeting – Saturday, 16 August at 2:00pm

Conductor Training

Conductor training will be held at the museum on Saturday morning, 30 August 2008, commencing at 9:30am. Members and Friends wishing to attend should contact Hayden Holmes beforehand by phone 0416-069-161 or email at hckv@bigpond.net.au.

New Friends

We welcome the following new Friends to our ranks:

2655	Grant Wills	St Kilda Vic
2656	Karen O'Brien	Sydney NSW
2657	Douglas Cumming OAM	West Pymble NSW
2658	Timothy Stuart	Eastwood NSW

Electrical

Geoff Olsen continues with electrical works including erection of street light fittings north of the Pitt Street crossing and within the site.

The Truck Shop Gang were asked to undercoat five steel street light poles, which Vic and Mick did, helped by Alex Foot and Peter Black, while Rainer undercoated a cast iron base.

Ian Hanson has painted the tops for the Sydney Municipal Council light poles ready for the installation of the poles into the already prepared bases.

Warren is turning up a splice to join a new pole to the base opposite the waiting shed. This is a tricky operation, as the insides of the poles to be joined have rust and dags inside them.

Wednesday Work

In June, Terry, Warren, Alan and Bob rebuilt a Brisbane tramway footpath point 'lever' and associated cranks. It is to be installed to operate the points leading to Road 4.

Frank Cuddy has resumed work on the refurbishment of the underfloor switch group for O class car 957.

Bill Parkinson has made some new shunts for Frank to use on the Type 'M' contactors for our O class cars.

Trackwork

Two prefabricated Sydney style track drain panels have been installed across the western track just inside the front gate. Concreting of the western track has now reached some 13 metres past the point blades of the crossover.

Steel Poles

A start was made on Monday, 5 May to repaint all of the museum's street furniture and other items. Greg Sutherland, Tom Tramby and Ian Hanson spent the whole day repainting span poles. This project has seen some 14 Mannesman poles plus a few street light posts repainted. A contractor will start work soon to repair and repaint the various small structures such as waiting shelters, starter's

cabins, etc. The whole of Tramway Street will look better than ever!

Sydney OP car 1089

Ian Hanson is preparing to undertake the laborious job of completing the paint and interior varnish work on this tram. On Saturday 12 July it was placed at the back of Road 8, with Ballarat 37, to enable Ian to commence preparatory works on the painting of both these cars.

Brisbane Phoenix car 548

Following the motor failure on 13 April, Bill Parkinson, Frank Cuddy and Mick Duncan lifted 548 after Vic and Mick undid the brake rigging and Frank undid the motor leads.

The No. 2 truck was removed from under the car and the No. 3 motor taken out to replace the burnt out armature. It was swapped with a spare from stock. Bill tested it and it was installed after being given a good clean. The pinions were also swapped as 548 has DH gears.

Bill Denham assisted Bill Parkinson putting the repaired motor back into the truck. At the same time, Vic Solomons, Alex Foot, Josh Dreves and Mick Duncan stripped, cleaned and lubricated the brake rigging and bolster whilst the truck was out. The pins and bushes were found to be in good condition. The brake blocks were checked and one very worn one was replaced.

Vic Solomons and Mick Duncan lubricated the car's other truck and bolster.

The trucks were placed under the car and, with Bill on the jacks, Mick guided the king pins into position. Frank Cuddy connected the motor leads and Mick and Vic connected the brake rigging.

Car 548 was tested the following Saturday. It passed, and went into traffic on the Sunday. Our traffic crews report it is very quiet and smooth in operation.

Berlin car 5133

Our friends in the Berlin Tramway Museum came to our rescue by donating front apron components and a coupler to facilitate repairs. We are grateful to DB Schenker for sponsoring the transport of these parts from Berlin, and we have provided DB Schenker with a number of sponsored Museum entry passes for their use in future.

5133 was removed to the workshop on 12 July to enable these repairs to be made, and by the afternoon Bill and his team had removed the damaged apron ready for our Wednesday workers to carry on with the repairs.

Sydney D car 117

The completed underframe for this car was used as an oversized work bench for the extensive and highly skilled

work done by Geoff Spaulding on the roof framing repairs.

The roof frame, on completion of its reassembly, was lifted by our overhead cranes and suspended about two metres above the underframe on a pair of steel pallet racking frames.

Geoff has been cutting and splicing new timber into the various body posts. These all have tenoned ends top and bottom and the suspended roof allows Geoff to trial fit each post into the new sill timbers in the reconstructed underframe. Once this phase is complete the roof frame will be lowered onto the posts and bulkheads.

The reprofiled wheel sets were collected from Zig Zag Railway by Tom Tramby and Bill Parkinson using Tom's car and trailer, enabling the reassembly of the car's Brill 21E truck to commence.

Terry, Warren and Bob painted the frames with cold galvanising, Terry and Rainer welded up the worn motor suspension holes, and Bill Denham and Mick bolted the frame together to ensure it was square.

Mike Wilkinson, Vic Solomons, Alex Foot, Tom Tramby and Ian Saxon cleaned brake beams, suspension bearing caps and post stays, which also needed straightening.

Vic, Alex and Mick undercoated brake parts, the wooden end transoms and the gear cases. Mick shortened four new bolts for the motor suspension beams, which Warren threaded in the big lathe.

Sydney Ballast motor 42s

Re-wiring of the car continues on Tuesday nights by Chris Olsen and Dave Bennett.

Warren Howlett and Terry Thomas fitted air horns and have since been busy measuring, cutting and fixing the deck boards on this car, helped by Rainer. It is finally gaining a more complete appearance.

Melbourne Z1 111

The two dot matrix hard drives for the destination signs have been removed from this tram and have been sent to Southport Engineering at Dandenong, Victoria.

The equipment is being upgraded with the same Melbourne destination signs, but also a number of local ones required for our own museum workings are being installed as well. They will be returned shortly.

The museum is grateful for the generous support by Southport Engineering in assisting us in this matter and thanks must go to Maurie De Candia and Robert Kuang for their assistance and support.

Melbourne W2 249

Side destinations have been fitted to this car (albeit fixed ones!) plus samples of early MMTB signs. Thanks to Shane Moore from Melbourne who provided some of the material and tracings.

Sydney J car 675

Final fit out works are nearing completion with amended lifeguard trays, sanding gear and bell circuits all in hand, along with fitting and connection of hand brakes. Visitors on the Bendigo trip on the 5/6 July weekend were delighted to see the progress and have the car displayed on the depot fan.

We have discovered that the second front roll for the car has had the 'Clarence Street' and 'Erskine Street' signs cut from the roll and so we are appealing to any

member or friend who may be able to assist by donating an authentic 'J' era roll to contact us.

Sydney C car 33

The staircases have been fitted and Dennis Rodda has fitted step treads to one end. Volunteer, George has been fitting hand rails at one end, which have been bent to shape by Masfields Engineering.

Launceston car 14

On Tuesday 1 July, our chief sponsor, Hugh Ballment and Howard Clark visited Bendigo to assess restoration plans with Bendigo Tramways. The truck is in the final stages of re-assembly, and following refurbishment the CP 27 compressor ex parts car 577 will be fitted to the truck. Various parts, including driver's window sashes were removed for transport to Sydney via Ian Hansen for replacements to be made by our joiner, Ross Traeger.

Sydney PR1 car 1517

The board had agreed to the de accessioning of this car body as a source of spare parts for P 1501, already in Bendigo. On 3 June it was collected by Mario from HPOTS, Cessnock and after an enforced RTA stay overnight at Hawkesbury River, it was delivered to Bendigo on 6 June, where short work was made of dismantling and recovery, before it was collected by scrap merchants on 13 June.

Melbourne W 5 car 792

As part of an agreement with Glenreagh Mountain Railway, this car was transferred on long term loan from HPOTS, Cessnock on 4 July, arriving at Glenreagh the next day, along with a replacement front apron removed from a spare parts car in Bendigo and a pair of motored trucks courtesy of Victrack, ex-Newport for this car.

Leyland half-cab bus 275

A replacement fuel tank has been fabricated by outside suppliers and fitted by Craig Parkinson.

Albion double deck bus 1615

The underframe of this vehicle was sent to Parkes on 3 May. Craig Parkinson received a call from his tilt tray truck operator on 1 May saying it could be moved the next day.

It was loaded on 2 May and Craig accompanied the truck operator to Parkes, leaving at 3:00am and arriving around 11:00am. It was quickly unloaded and they were home around 7:00pm.

Phil Dixon is going to do the shot blast clean up and coat it in silver at no charge. He will also remove the tyres from wheels, clean and paint the rims, and refit newer tyres obtained by Craig.

Museum of Sydney

No doubt many members are aware the Museum of Sydney is currently staging an exhibition relative to flying boats.

An exciting exhibition in prospect is a five month event from April 2009 relating to trams and the impact trams had on the growth and development of Sydney in the first half of the 20th Century.

Of particular interest are memorabilia, official openings, war memorials, uniforms, postcards and photographs, with people, special operational features and

services, signals and the Wynyard/Harbour Bridge and Ferry Connections seen as key elements. If anyone has some item which you think will be of assistance please contact Howard Clark on 0409-719-159.

New Building

The Board has asked Peter Charrett to assist us in lodgement of the Development Application with Sutherland Council for the erection of this building, along with the ex-Enfield water tower to serve as a water conservation storage from roof run-off.

Danny Adamopoulos has recommended that this should be the preferred position for the tower, rather than as originally planned next to the top shed at Pitt Street, as many thousands in removal costs can be saved and water collection from the roof at our south end will be easier to harvest.

Wood Blocks

Victrack has offered us a quantity of hardwood wood paving blocks ex Preston Workshops, which it is proposed to use to re-create an early street scape outside Railway Square waiting shed. Donations towards the approx \$ 1,500 removal cost to Loftus are sought.

Brisbane Tramway Museum

In an example of COTMA Museum co-operation the Board has agreed to donate our four screw jacks for their use. In addition we are to exchange a pair of K35 controllers for a pair of Brisbane Clyde type, which will enable our Brisbane colleagues to fit the original K35 type to prototype car 400, as part of the restoration project.

NSW Lands Department

We have applied for grant / loan funding to assist with the upgrading of our visitor amenities, by relocating our kiosk and bookshop to a part of the YMCA building. We have yet to learn whether our application has been successful.

Miscellaneous

At the 2008 Sutherland Shire Tourism Annual Awards night, Peter Kahn received a Highly Commended Award for an "outstanding contribution from an individual" on behalf of the museum.

Well done, Peter!

Off Site Sales and Promotions

A sales and promotions stand was held at St Thomas Aquinas Catholic Primary School, Springwood on 29 and 30 March. Although only \$260.10 was achieved in sales, quite a lot of interest was shown in the Museum. Ian Heather, Richard Mason and Paul McDonald, our western members, manned the stand over the weekend.

We also had a stand at the recent Hawkesbury Model and Hobby Show at which Peter Kahn, and Col Gilbertson manned the stand on Saturday. Peter made the safari west again on Sunday to be assisted by Richard Hall. Peter reported sales of over \$500.00 for the weekend.

The show had a large increase in attendance over 2007 and the organisers appreciated our effort to attend. It is a pity that other members couldn't have given a little time to help.

The next off-site sales and promotions will be over the

weekend of 23-24 August at Newcastle Jockey Club, Chatham Road, Broadmeadow (free shuttle bus from Broadmeadow station hourly) so if there are any members not involved in the Launceston COTMA conference and could help, please contact Paul Mc Donald on 02-4588-6389. If not answered, please leave a message.

Assistance Required

Any member who has some spare time to assist in the final stages in the restoration of Ballarat car 37 and Sydney O/P car 1089, then we would like to hear from you! The Board have approved works to finish off the paint work and varnishing that is required on both cars. Car 37 is a complete and operating tram whilst 1089 is in a very advanced state of restoration with all body works completed some years ago. Substantial works underneath 1089 to make it operational is also at advanced stage, but for the short term it is intended to complete all the final restoration of the interior and final painting of the exterior on this tram.

Ballarat Car 37 also needs attention to complete work started some years ago by the late Graham Beller. If anyone can assist please call Ian Hanson on 0410-311-147 so arrangements can be made for a work gang. Bring your own elbow grease!

'TramsDownUnder' Members Visit

Saturday, 21 June was an event filled day at the Museum as a special opening for members of the 'TramsDownUnder' Internet Chat Room preceded our annual 'Trams After Dark'. Both events proved to be very popular and very successful for the Museum.

The 'TramsDownUnder' (TDU) Internet Chat Room is an informal forum for enthusiasts with an interest in the tramways of Australia and New Zealand. It has more than 660 members worldwide and terrific source of information and gossip. Melbourne based members have already had meetings at various Victorian museums and so the invitation went out for a special 'TDU' only visit to the Sydney Museum. Some 22 TDU members (with another six or so dropping in for short periods during the afternoon and evening), from afar a field as Melbourne, Geelong, Wodonga, Wollongong, Wagga and Orange responded to the invitation and from 2:00pm the Museum opened for tram rides, photo opportunities and behind the scenes guided tours.

Our traffic crew for the day, many of whom are also TDU regulars, delighted visitors with our diverse collection of operable trams. The Adelaide H and the San Francisco PCC were particular favourites, but many still have a soft spot for the Sydney trams. Photo opportunities were taken at a number of locations along the tramway and in front of the YMCA façade. If the feedback and the photos posted in the chat room was anything to go by, the TDUers had a great day. Some of the typical comments included "My thanks to all at the Museum for a great afternoon and evening..." and "G'day all, Well, I had a ball yesterday! ..." Many thanks to our tram crew who worked tirelessly to make the afternoon a success, and in particular Ian MacCowan, our enthusiastic guide for the day, and to Bill Parkinson and Bill Denham who ensured that the maximum possible variety of tramcars were available for traffic.

Trams After Dark

As the sun set on the TDU visit, our attention turned to the second event for the day, our annual Trams After Dark festival. This year, two obstacles challenged us; the Illawarra rail line was shut down for maintenance and Rawson Avenue

was cut at the railway bridge while a second bridge was positioned as part the Sutherland-Cronulla railway duplication. Our visitor numbers were down but boosted by the many TDU members who stayed for the second event, the Museum still recorded a successful night.

The smaller visitor figures changed the format of the night, fewer trams were run and there was more emphasis on photographic set pieces. Again, the illuminated YMCA façade proved a popular backdrop for the Sydney trams, and Tony Buckland's handsomely restored 1964 Ford Falcon was the perfect prop alongside Brisbane Phoenix 548 in a mid-1960s re-enactment. Special mention must be made of Geoff Olsen's work in bring the traditional Sydney nightscape to life.

Geoff and his team's efforts bought high praise from visitors and members alike. One visitor, looking at the traditional streetlights illuminated the Museum line, grabbed my arm and said "Now THAT is how I remember Sydney". Well done, Geoff!

Encouraged by TDU visitors, a wide variety of trams were run during the evening, including 1740, 1111, W2 249, PCC 1014 and H 358 on it's first after dark adventure. Hungry tummies were again satisfied by the Rovers of Engadine Scout Group who put on a classic Scout sausage sizzle and hot chocolate. Our thanks again to our magnificent crew for their flawless performance on the night, and in particular, the Event Coordinating team of Don Campbell and David Critchley for another successful evening. Amazingly, although the Museum officially closed at 9:00pm, visitors were still taking rides as the last trams were being put away an hour later. Well done everyone.

Bendigo Break

David Critchley reports: Despite the lower than expected numbers, nine Museum Members enjoyed a terrific weekend away at Bendigo over the first weekend in July. Bob Merchant, Chris Olsen, David Bennett, Danny Adamopoulos, Geoff Olsen, Andy MacDonald, Col Rhodes, Wayne Dempsey, and David Critchley made up the small, but enthusiastic group that departed Loftus by mini-bus early on Saturday morning heading south for Bendigo. There was a brief stop in the Southern Highlands for morning tea and then it was on to Yass for lunch.

At Yass, we visited the Yass Railway Museum, based at the former Yass Railway Station. If you haven't visited here, it is worth your time to explore this fascinating Museum. The Yass Branch started life as a true light railway (or tramway) using light 0-6-0 locomotives, it even had some street running. Along with the restored station and yard complex, there is a good photographic display and a small collection of locomotives and rolling stock typical of those used at Yass. This includes NSWGR 13 Class 1308, diesel tractor X203 and the remains of Vulcan 0-6-0 loco P128 of 1879. The Yass Railway Museum also put on a lovely 'country' barbecue lunch for us, including home-made pumpkin soup, steak and salads. Many thanks to the volunteers at Yass, particularly Bill and Con, who showed us terrific country hospitality during our visit.

From Yass we headed south once again, but instead of using the Hume Highway, which had extensive roadworks between Holbrook and Albury, we headed for the Olympic Highway through Cootamundra, Junee, Wagga Wagga and Culcairn. We had an afternoon break at Cootamundra and then it was on to Bendigo via Benalla and Shepparton. We were a bit late into Bendigo, not arriving until 9:00pm. We checked in at the Alexandra Place Hotel and quickly went across to the Lake View Hotel for dinner, where they were holding the kitchen open for our arrival!

Sunday morning was cold but fine. Gathering outside the motel, we walked around to Bendigo's City Depot to find our J 675 on the depot fan for photographs. What a mighty fine sight! The paintwork glistened in the sunshine and the destination roll displayed Rose Bay! It has yet to be accredited for operation outside the depot, but just the sight of this restored tram, 'lost' for over 70 years is enough to excite any tram enthusiast. Our crew and guides for the day, Bill Jolly and John Penall then took us on a tour around the heritage 1903 depot and workshops where we viewed progress on a number of Bendigo and Sydney projects, including C class 33 under reconstruction as a double-decker. After more photos, we were taken by tram to the Gasworks Depot where we saw the other STM trams awaiting their turn in the workshops, Sydney P 1501 and Launceston 14. Hobart 20 was under wraps there also, having been moved out to make way for some depot displays over the school holidays. Here too are two VR trams (one of which is a STM exhibit) along with a number of stored Bendigo Trust trams including Adelaide H 355, Brisbane 429, a number of former Melbourne and SECV Bendigo trams. For the most part they are either bodies only or unrestored 'complete' trams. The expression "there's a lot of work to do" certainly applies to all the trams at the Gasworks. We also got an opportunity to look around the former gasworks, which is a terrific piece of industrial archaeology and a heritage attraction in its own right.

We returned to Bendigo Depot by tram then switched to our own mini-bus. Following lunch, John Penall guided us around the former SECV Bendigo system, starting at the site of the original battery tram depot in Mollison Street and travelling, in turn, over the four Bendigo routes; Quarry Hill, Eaglehawk, Golden Square and North Bendigo. John has an extensive knowledge of the Bendigo system and we appreciated his insights as we travelled along the various routes.

Back at the depot we transferred to Bendigo bogie tram No. 26, the last tram to Eaglehawk, and one of the few trams in the current fleet in the final SECV livery. We trundled back and forth between the Mine and North Bendigo all afternoon in-between the service cars. As evening came and the lights went on the service trams returned to the Depot, giving us free range over the tramway. We took a short break for dinner, enjoyed in the original depot meal-room and then it was back on the trams. This time we chose Bendigo 21, a single trucker, for some chilly night rides along the tramway and the perfect end to a great day.

Monday started early, a 7:00am departure for the return journey, basically retracing our route back to Loftus where, with plenty of rest stops along the way, we arrived at around 8:30pm. The whole group agreed that it had been an enjoyable and worthwhile trip. Despite the smaller number, we achieved everything that we set out to do, and did it within the tour's budget. We even achieved a modest surplus, which has been pledged to completing 675. There was even talk of trying to organise the tour again for sometime next year if we can get the support of more Members and Friends.

Our thanks to David Critchley, who arranged the tour, Bob Merchant, for managing the tour, Geoff Olsen and Chris Olsen, for picking up the minibus and driving throughout the tour. To our friends in Bendigo, particularly Darren, Anita, John and Bill, many thanks for taking care of us and making our stay a most enjoyable one.

Contributors to this issue are Mick Duncan, Howard Clark, David Critchley, Mike Giddey, Ian Hanson, Paul McDonald, Bob Merchant, Geoff Olsen, and David Rawlings.

SPER NEWS

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

Members Day – 6 December

Driver training, PCC 1014

Driver training for PCC car 1014 will be held at the museum on Saturday, 8 November 2008, commencing at 9:00am.

Drivers wishing to attend this training session should advise Hayden Holmes on 0416 069 161 or by email at hckv@bigpond.net.au at least one week beforehand.

New Friends

We welcome the following new Friends to our ranks:

2659	McCutcheon, Bronwyn	Lakemba NSW
2660	Lenahan, John	Gordon NSW
2661	Malins, Lucy	Como NSW
2662	Malins, Martin	Como NSW
2663	Jenkin, John T.	Emu Plains NSW
2664	Robinson, Anthony J.	Hughes ACT
2665	Robinson, Susan	Hughes ACT
2666	Miner, Zac	Jannali NSW

Maintenance Manager

To rectify a long overlooked role, the Board formally appointed Bill Parkinson to this position at the last board meeting. Also due to an oversight in the annual financial statements, and the proximity of alphabetical placement, Bill's name was inadvertently deleted as a director at the same time as David Rawlings was removed and Ian Saxon added.

Visiting the museum

Museum Members and Friends visiting the Museum on traffic days must first make themselves known to the OIC of the day if they want to access any restricted areas (i.e. Workshop, back of the Display Hall, the Running Shed or the Top Shed). This is to ensure that the OIC knows where everyone is within the Museum in case of an emergency evacuation and to ensure that the member has the necessary knowledge about any hazards that may exist within these areas. The OIC may also require a Traffic staff member to accompany the visiting member if he/she believes it is necessary or may decline the member's request to visit a restricted area.

Overhead

For some time David Rawlings has been preparing sections of overhead troughing for use inside the depot extension. On 2 August David and Geoff Olsen fixed the supporting brackets beside the power operated roller doors at each end of the extension using the bucket truck operated by Tom Tramby. The following Wednesday, the troughing was lifted into position and secured to the building. On 9 August additional support chains were added and it was permanently fixed into position.

David is manufacturing two roller door bridges based on those used in San Francisco and elsewhere that will

automatically bridge the gap between the trolley wire outside and the trolley wire inside the building under the roller doors.

A pivoting section hangs down vertically when the door is closed. The steel angle on the bottom of the roller doors engages a lever as the door is opening and tips a counterweight past the centre of its travel. Gravity takes over and swings the hinged section to a horizontal position. This allows trolley poles and pantographs to track through under the fully opened door. The reverse process happens when the door is being closed.

Care will need to be taken as there will be a dead spot two metres long at each doorway and, as with any section insulator or frog pans, drivers should not motor through them as it damages the fittings and the trolley wheels.

Electrical

Over the past months, Bill Denham, Tom Tramby and Geoff Olsen have been busy rearranging the lighting in the Display Hall. This involved clearing most of Road 7 out so the bucket truck could be moved in to allow a cable tray and wiring to be installed above the new Display Hall distribution board. The lights between Roads 7 & 8 and 6 & 7 were then transferred to the new board in one very successful days work.

The success of this operation spurred Geoff to greater efforts and he convinced his faithful sidekicks to do it all again a week later. This involved clearing most of Road 5 for a repeat performance with the bucket truck resulting in the remainder of the high bay lights being transferred to the new board.

These are all now controlled from what will become known as the 'Display Officers Control Panel'. This panel also controls the under floor outlets which supply exhibits such as prison car 948. In a job such as this the helpers have much to do in a short time and then stand around waiting patiently (one hopes) for the electrician to do his stuff. Like war, their job involves long periods of boredom interrupted by short periods of frantic activity!

Geoff wishes to express his thanks to both Tom and Bill for their help and patience.

Some lighting, both temporary and permanent has been erected over Road 8 road and in Ballarat 37 and O/P 1089 to 'lighten the darkness' for Ian Hanson and his assistants in their efforts to complete the painting of these cars. The electrician, who by his own admission is a lousy painter, is most impressed with their efforts so far.

Track and other work

Surplus concrete deliveries were slow during the period July to September but pours continued northwards along the new western track north of Pitt Street with the formwork being moved along as required.

On 29 August Holland's backhoe was used to excavate the western track just inside the main gate and the timber sleepers were removed and stacked. The tar surface at the gate has been chewed up by heavy vehicles turning through the gate over the years and it is intended to concrete between the waiting shed and the Pitt Street crossing. Spoil from this excavation was dumped along the side of the western track north of Pitt Street using the unique side tipping capability of our Daihatsu tipper.

On 20 September the depot junction point lever was resecured to the point timbers by Mike and Bill Parkinson.

A troublesome loose deck plate on the traverser was removed and re-welded by a CSO worker after an additional cross member was inserted to help support it.

Sleeper replacement

Twelve recovered sleepers were installed in the Sutherland line between the TAFE crossing and Army crossing, next to pole 331 on 27 September. The work was carried out by Tom Tramby, Mike Giddey and Danny Adamopoulos.

This sleeper work was done during the school holiday traffic operations under safe working conditions. A great display was held for the passing trams as visitors got to see rare glimpse of live track work in action as the tram waited for clearance to pass the work site area.

Further sleeper replacement work will be occurring over the next few weeks and members are encouraged to come down on Saturdays to assist in the fun. Trackwork is not all digging and sleeper replacement, but covers many facets including planning, drainage, tree trimming, track weed spraying, form working, concrete laying and welding.

If you have any of these skill sets or would like to learn please let us know. We can find a task suited to your skill sets. The greatest reward is watching a tram run over your handiwork.

Berlin car 5133

Berlin 5133 entered the workshop on 12 July and has had a damaged end stripped. A new curved sheet metal apron has been made by an outside contractor. The timber cab lining has been replaced by a competent CSO worker and it is starting to go back together.

Sydney D car 117

Works on this car reached a significant milestone on Saturday 27th September, when Geoff Spaulding, our coachbuilder completed restoration and fit out works on body ribs, side rails and the drivers bulkheads, which had been lifted into position the previous Saturday. With Bill Parkinson and Bill Denham operating the cranes and with assistance from Mike Giddey and Tom Tramby, Geoff had shoehorned the roof into place and all the shelving roof support steel was removed by 11am.

The Wednesday crew of Warren, Terry, Mick Duncan and Vic Solomons re-bushed and welded up the motor suspension beams and reassembled the Brill 21E truck for 117. They were then able to check and measure the amount of wear in the axle box hornways so that new wear plates can be made. The frame has since been lifted from the wheel sets to allow this work to continue, whilst Geoff will push on with permanent screw out of the body components and commence other fit out works on the car.

Ballarat bogie car 37

A small team of members commenced the final stages of the restoration of the body of former Ballarat tramways bogie car 37 on August 2. The members who are assisting in the restoration are Peter Butler, Robert Norton and Ian Hanson with assistance from Aaron, our CSO worker. They have made tremendous progress so far.

The interior is being completed first, starting with removal of body parts such as windows and numerous other items. Aaron, Robert and Ian have been heavily involved in sanding back saloon seats and sills which were black with age in some cases. Dropcentre seats have now been restored to as new condition, although a few more coats of varnish are still to be applied. Work on sanding the saloon seats is nearing completion.

A small workshop has been set up on Road 8 to enable work on both 37 and Sydney O/P car 1089 to be carried out. To throw some light on the subject, Geoff Olsen has installed festoon lighting in both cars. Peter Butler has been involved in restoring the window frames which have since been varnished. Painting of these items will commence in a few weeks time. Ian Hanson has started varnishing the ceiling panels in one saloon and the drop centre. It is anticipated that once the interior has been completed, the tram will be moved for lifting and workshop attention later this year.

Assistance from Bendigo Tramways in the restoration of this car is gratefully acknowledged. Several missing items have been supplied for refitting and we thank Tony Cliff and Darren Hutchesson for their generosity.

Sydney J car 675

Low voltage communication buzzers have now been installed and are operational, with a number of the external covers still to be fitted. Sanding equipment and hand brakes have been installed. At the end of September, Bendigo Tramways were in the process of fitting air gauges and lines for connection to the air system. Couplers have not been fitted and will be fitted when the car arrives at Loftus as the couplers on hand in Bendigo are of the wrong length. The car still requires the numbers to be applied and final engineering sign off as part of the lengthy accreditation documentation necessary before the car leaves Bendigo.

It is expected that the car will be delivered to Loftus in time for a special launch with invited guests at the annual members and friends open day weekend on 6-7 December. A group of visitors from Bendigo is also planning to join in the celebrations that weekend, and it is also likely that a tour will be held in Bendigo before the car leaves for Sydney. Completion of the restoration has been a long awaited event as the car is the sole survivor of a 47 strong class that disappeared from Sydney streets by 1936.

We are grateful to the members of the Woodroff family who donated the car to us in 1996 in memory of Herb Woodroff, who originally purchased the car in 1936. An ex Brussels truck was acquired for the car in 2004 with assistance of a \$5000 grant from NSW Heritage Office. Finally under the 2004-2006 Heritage Incentives Programme a grant of \$50,000 was made by NSW Heritage Office towards the overall costs. This restoration has been the most expensive project we have ever undertaken with total cash outlays now exceeding \$275,000, together with hundreds of volunteer hours. This

would not have been possible without the generous support of several key member sponsors and proceeds of other fund raising over the last couple of years.

Sydney C car 33

Works in Bendigo continue on the body with sand boxes now fitted along with lower deck seating, saloon end panelling and window cavity infill timbers being fitted. Protective railings and joints have been designed and delivered for the upper deck end platforms by Masfields Engineering. At Loftus, Terry Thomas and Warren Howlett designed a jig and fabricated the steel brackets for the upper deck seats which have been primed by Vic Solomons ready for delivery to our joiner.

Launceston car 14

Our friends at the Launceston Tramway Museum have fabricated and delivered to Bendigo two metal light globe covers for the drivers colour light destination indicators. Measurements have been taken of the underfloor end bearers preparatory to obtaining quotes for supply of replacement timbers. Terry Boardman has brought back the remnants of the centre drivers windows for delivery to our joiner to make four replacements to complement the larger side windows. Our chief sponsor for this project, Hugh Ballment, is chasing up replacement enamel car numbers for fitting to the saloon bulkheads, whilst the new side windows have been varnished in Bendigo.

Sydney P car 1501

The old tarpaulin which was fitted to PR1 1517, and which should be well past use by date, has been fitted to the car while it remains at Bendigo gasworks. The donor trucks for this car are still to be extracted from Newport workshops for delivery to Bendigo. Richard Clarke has supplied detailed truck drawings to Bendigo for preparation of a quote for our chief sponsor, Andy Hall, for fabrication of a pair of trucks using donated surplus Melbourne No. 1 truck frames by Bendigo Tramways, suitably modified and utilising the donor motor and axle sets ex Newport. Further donors for this project will be needed.

Wood blocks

Victrack has confirmed the donation of a supply of woodblocks ex Preston Workshops for delivery to Loftus before year end for eventual placement in front of the Railway Square Waiting shed. Donations towards the transport costs will be welcome.

Motor vehicles

Our faithful Bedford tower wagon did not make it to the CMC Display day at Eastern Creek this year. Whilst en route to the Bus Museum at Tempe on the Sunday morning, Geoff Olsen and David Bennett found that it was not a happy truck. On arrival at Tempe, Craig Parkinson and Chris Olsen endeavoured to rectify an apparent fuel problem but with limited success. Rather than risk a 'failure on the road' our friends at Tempe agreed to house it for the day and provide us with a lift to Eastern Creek which was much appreciated. David and Geoff then nursed the truck back to Loftus in the evening and in due course the carburettor was removed and our friendly mechanics at Harry Bargwanna Automotive arranged for the carby to be overhauled by a specialist at a

reasonable price. Carburettor specialists are thin on the ground these days! The truck is now back to its old self ready for Motorfest in January.

In the meantime our D model Bedford tower truck was extracted from the top shed for attention to its brakes. Once these are operational and a few other minor maintenance items are attended to, it is envisaged that it too will be placed on concessional registration so that it can 'Fly the flag' for the Museum.

Bits and pieces

Chris Olsen and David Bennett carried out repairs to the level crossing lights following damage caused by a passing truck. They then resumed their Tuesday night work on the rewiring of 42S and have 'belled' and tagged the wires ready for termination in the controllers and the various connection boxes under the car. Warren and Terry have almost finished fitting the hardwood decking.

When the Adelaide tramways closed City depot and transferred operations to the new Glengowrie depot and maintenance facility, the remaining H cars had their trolley poles and hooks replaced by single arm pantographs. Two roof ventilators were removed from each car to clear the pantograph in its lowered position. The Australian Electric Transport Museum at St Kilda acquired the redundant equipment. When we took delivery of car 358 the AETM kindly delivered a set of poles, bases and hooks to Glengowrie to come to Loftus with the car. Car 357 followed last year but, due to an oversight on our part, similar arrangements were not made with the AETM. The equipment for 357 was subsequently forwarded to Bendigo by the AETM and it was collected from there by Ian Hanson and his ute. Once present workshop projects are completed, 357 will receive its poles and both H cars will again have their full complement of the distinctive roof ventilators.

On 12 July a shunt took place that gave the traverser a good workout. This resulted in O/P 1089 and Ballarat 37 being placed towards the back of Road 8 where Ian Hanson is continuing with its refurbishment. Many stored materials were relocated from the side of Road 8 to make room for this work.

Frank Cuddy primed and painted the steel framework for the switch group for O Car 957 and has since been installing the repaired contactors and arc shields.

Vale John Walker Burgess

Sydney Tramway Museum has lost one of the most respected members of its traffic staff with the sudden passing of John Burgess on Tuesday, 29 July at the age of 76. John was the last original tram driver from the Sydney tramway system to have driven at the Museum.

John Burgess, during his childhood years, lived in Abbott Street, Cammeray on the Suspension Bridge tram line close to the post-war terminus in Vale Street. His interest in trams can be traced back to his uncle, Charles Woollams, a tram driver at North Sydney Depot who, when John was about 10, showed him how to drive a tram. In fact it was R class 1740 that John drove for a short distance. This particular tram was saved from being scrapped, was acquired by the Museum and remained John's favourite tramcar.

In 1948 John obtained an apprenticeship as a coach painter with the Department of Road Transport & Tramways at Randwick Tramway Workshops. He was

involved with the repainting of many of the tramway fleet that had been badly neglected through the war years. At the end of his apprenticeship in 1952 John was laid off, which was the custom in those years, and obtained employment with Leichhardt Council. This did not last very long as he was offered a job back at Randwick Workshops, but on finding that the traffic staff were receiving a lot more pay than tradesmen he joined as a conductor at North Sydney Depot. He progressed quickly to an acting driver and drove on all the lines then open on the North Sydney System.

John was one of the earlier enthusiasts and travelled extensively over the Sydney and Newcastle systems in the late 1940s and early 1950s. After travelling and working overseas during the mid 1950s, John returned to Sydney and rejoined the tramways at Dowling Street Depot. Whilst there he helped crew a number of the enthusiast tram tours until the final demise of the system in February, 1961.

After the closure of the tramway system, John worked first as a bus driver and then as a salaried officer attached to Willoughby Bus Depot. During this time he served as an inspector at Manly Wharf, Chatswood terminal and lastly at Wynyard.

John joined the Museum in 1997 after his retirement from State Transit. John was able to progress quickly to a tram driver at the museum due to his previous experience driving trams and then to become a driver instructor. Many of the more recent drivers at the Museum were trained by John over the last few years and have become competent in their driving after John's thorough tuition.

One of John's proudest moments was in September, 2000 when he was privileged to drive F class 393 in the Sydney Olympic Torch Relay. The Museum had been chosen to host the torch relay for a short distance from the Museum towards Sutherland and John drove the F car carrying some of the press in front of the C car that was carrying the actual torch. In the months preceding this occasion John, with his background as a coach painter, had been touching up the paintwork on the tram so that it would be at its best for this important occasion.

John was active to the end, driving trams on the Wednesday previous to his passing, visiting Melbourne and dining on the Colonial Tramcar Restaurant during the weekend of 19-20 July and in May taking a trip to Bendigo, Ballarat and Haddon with Museum members Terry Boardman, Mick Ward, and Michael Forbes from Zig-Zag Railway. It was during the time at Bendigo Workshops that he was pleased to view the almost completed J 657 and admire the professional work that had been undertaken with the restoration of this historic vehicle. The tram was driven out of the depot for better viewing and photographs and from all accounts John was very 'chuffed' that he had been able to be there.

Martin Pinches

Personal pars

Col and Cynthia Gilbertson are very proud to announce that their son Andrew (Museum member No. 655) formally qualified as an Air Combat Officer (ACO) on Monday 26 May 2008 and graduated from No 131 Navigator Course at School of Air Warfare (SAW), RAAF East Sale on Thursday 29 May 2008. Andrew's course was the second last specialist Navigator's course.

During the Graduation Ceremony and Parade, graduating students were presented with their ACO wings (which formally recognises them as RAAF aircrew) by the Reviewing Officer, Air Commodore Ric Owen, a former F-111 Navigator and Commanding Officer of the School of Air Navigation (which became SAW on 24 January 2008).

That evening, graduating students, their families and other invited guests attended a Graduation Dinner at the Officers Mess. At 11.00pm, Andrew and his fellow graduates were promoted to the rank of Flying Officer.

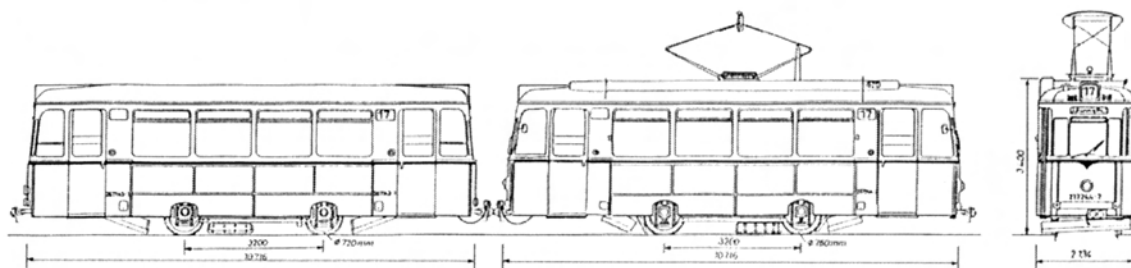
Andrew has been streamed to Maritime and has been posted to No 292 Squadron (292SQN) at RAAF Edinburgh (25km north of Adelaide), to undertake his Conversion Course onto the AP-3C Orion (which started on 30 June 2008). At the end of the year, Andrew will be posted to one of 92 Wing's (92WG) two Orion Squadrons (either 10 or 11SQN), which have histories dating back to World War II. The 40th anniversary of the arrival of the first RAAF P-3 Orion to Australia was marked on 13 May 2008, when 11SQN (which had moved from RAAF Richmond the previous year) commenced to take delivery of their new aircraft.

The Lockheed Martin Orion is an extremely versatile aircraft; its roles include under sea (anti-submarine) and surface (anti-ship warfare), maritime surveillance, naval fleet support, and search and survivor supply.

92WG's area of operations includes Australia's Exclusive Economic Zone and throughout the Indian and Pacific Oceans. 92WG has a Detachment based at Butterworth Malaysia, as part of Operation Gateway. Another detachment, with about 170 personnel, conducts maritime patrol operations, with two aircraft and associated command and support elements that support both the rehabilitation operation in Iraq and the coalition operation against terrorism. These roles are tasked to 10 or 11SQNs on a rotational basis.

Contributors to this issue of *SPER News* are Danny Adamopoulos, Howard Clark, Mike Giddey, Ian Hanson, Hayden Holmes, Martin Pinches, Geoff Olsen, David Rawlings and Ian Saxon.

Below: An outline drawing of the Museum's Berlin type TZ 69 motor car (treibwagen) and type BZ 69 trailer (beiwagen).



Berliner Verkehrs-Betriebe Type TZ 69 Treibwagen and BZ 69 Beiwagen

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

A Happy and Peaceful Christmas to all our Members and Friends

New Friends

We welcome the following new Friends to our ranks:

2667	Sparks, Alan C.	Kogarah NSW
2668	Parsalidis, Terry	Kingsgrove NSW
2669	Taffa, Victor P.	Meadowbank NSW
2670	Howarth, Roy L.	Leichhardt NSW

Track and other work

Further concreting of the western track north of Pitt Street was carried out on 27 September and 29 October. Also on 27 September a new project was commenced on the western track at the main gate where heavy vehicles have broken up the tar surface over the years from the scrubbing of tyres as they turn through the gates. Holland's back-hoe excavated the road surface and the timber sleepers were removed. Some of these were good enough to re-use in the main line north where 12 were inserted on 27 September and a further 8 on 18 October. Subsequently about 12 metres of track was removed inside the gate and two pairs of 6 metre lengths of 102lb grooved rail ex-Bondi Junction were placed, tie bars installed and the four joints welded. Some concreting of the grooved rail has taken place.

Excavations have also been made between the gates and the Pitt Street crossing slab to allow the two fish-plated rail joints to have the plates removed and the joints welded. On 25 October Holland's excavated for spot sleeper replacement on the eastern track opposite the Railway Square waiting shed where the track had been spreading. Eight new treated sleepers were inserted and ballasted. Track was levelled and backfilled. Further work is still required in this area.

At the corner of Cross Street and the depot access track some vegetation was removed, an area levelled and formwork placed for a concrete slab incorporating a pit for the Brisbane point stand. Concrete was poured on 17 October and the stand was mounted by our Wednesday crew, connected with rodding to the

Road 4 points and is now in service. The starter's cabin has been placed on the concrete close to its former position but is now much safer from termite damage.

Our CSO worker is sorting out the workshop bolt store, grouping and labeling all bolts, nuts and washers. More bins for this work were recently donated.

The hydraulic pit jack lifting ram shaft has been remachined to eliminate leaks due to pitting of the ram surface. The jack is now serviceable, thanks to Terry Thomas and Warren Howlett.

National Park Line

Over the last few months, the undergrowth along the National Park line has gradually been encroaching on the right-of-way. On 15 November, Sam McGuinness, Josh Dreves and Robert Norton spent most of the day reducing the foliage. On 22 November, Hayden Holmes, Sam McGuinness, Kaine Treleaven, Mitchell Skillcorn and Josh Dreves continued with the work, resulting in foliage reduction along most of the line.

Berlin car 5133

Our CSO worker, Ross carried out much of the repairs to the damaged end of this car. He re-welded the steel framing, cut out replacement internal lining panels, fitted the new replacement apron and cover strips, and filled, sanded and painted the bodywork. Bill Parkinson fitted the aluminium moulding, the lights, the bumper bar, a replacement coupler and the associated wiring. The replacement transfer bearing the car's number was applied by Bill Denham on 22 November and it now looks complete. Vic Solomons and Mick Duncan cleaned, adjusted and lubed the controllers on the car. Katie Strancar swept the car out in preparation for it being outshopped once air horns have been fitted and electrical testing completed.

We can be grateful to our friends at the Berlin

Tramway Museum for providing the spare parts for this car and to DB Schenker for sponsoring the shipping of the parts to Sydney. A quantity of special Family passes has been provided to the company for use by their staff and clients.

Sydney D car 117

Geoff Spaulding fitted the mid rail and the sill timbers to the saloon posts during September allowing the re-constructed roof framing to be re-united with the body framing on 27 September. All joints were then screw fixed and all posts were bolted down to the under-frame. CSO worker, Ross used the shaper to complete some new truss rod support brackets for the inside of the saloon which allowed the rods to be installed soon after. The convex curved ribs have been fitted to both sides of the saloon upper side panels. Rainer Nickel and Terry Thomas continue to weld body brackets for this car.

The western side steel plate was removed from the under-frame to allow the concave curved ribs to the lower saloon side panel to be installed as well as the open compartment seat end frames. This will allow the plate to be re-fitted permanently. The car is recognisable as a tram once more and Ian Saxon is cleaning and refurbishing a six- spring trolley base to be fitted once the trolley bridge is in place.

New axlebox guides have been ordered for the truck for this car. When delivered and fitted, the truck will be assembled in its final form and set up ready for placing under the restored body of D117.

Geoff is now carrying out the painstaking task of cutting out and shaping the timber seat ends for the open compartments.

Sydney O car 957

Frank Cuddy continues his excellent work on reconstructing a switch-group donated by The Power House Museum for this car. One of our PCM units was recently dismantled to provide a pneumatic reverser for eventual fitting to O/P 1089 for which we have another O car switch group but lack an O car reverser.

Sydney O/P car 1089

Work has commenced stripping back old bulkhead timbers in this car. High quality timbers (once common place a century ago) in 1089 reveal old Australian Cedar and Blackwood. Sanding of the bulkheads and seat

frames has commenced also. This work is being undertaken by our CSO worker Arron who did an outstanding job on Ballarat 37.

NSW Heritage Incentives Program 2009-2011

An application for matching funding has been lodged with the NSW Heritage Branch of The Department of Planning, by the deadline of 28th November 2008, for \$ 45,000 of Grant funds to assist with the installation of multiple unit electrical and mechanical equipment and the overhaul and re-equipping of motors and bogies and repainting of O car 957 and O/P car 1089, with works to be completed in the 2010 and 2011 financial years by 30 May 2011.

The outcome of our application will probably not be known until at least February 2009, although we are aware that under the Moveable Heritage category we are at least competing for funding with restoration activity planned for Sydney ferry 'Lady Denman'.

Ballarat bogie car 37

Excellent progress is being made in the restoration of this tramcar. All timber surfaces (apart from the ceiling) have had to be stripped back to bare wood. Following that process, the arduous task of sanding and bleaching all the interior timber is now complete. Varnishing of all timber work has now reached half way point. The results are very pleasing and indeed the interior appearance has exceeded our expectations. It was only less than six months ago that a close examination revealed that much of the timber seating was in very poor condition owing to years of sunlight exposure. It has taken the team of Ian Hansen, Robert Norton and CSO worker Aaron over 200 hours in preparation, but the results achieved thus far have been rewarded by the excellent finish. Peter Butler has commenced work on repainting the drivers compartments, dropcentre bulkhead panels and window frames. Bill Parkinson is inserting new leather window grips and our young 'apprentice', Robert Norton is reinstalling numerous interior fittings.

Brisbane 548

This car has had the steelwork of the damaged life-guard straightened by Mick Duncan and Wednesday crew members Vic Solomons, Rainer Nickel and Alan Watson. The

replacement timbers were fitted and Alex Foot painted it. We installed it whilst being regaled with shafts of wit from Dennis O'Brien.

Sydney J car 675

The Victorian authorities have consented to Bendigo Tramways undertaking street trials with the car which is now fully restored. The side numbers and the letter J have been beautifully crafted in authentic gold leaf.

It is planned that 675 will have special pride of place at the annual parade of tramcars in Bendigo on Saturday, 13 December 2008, operating over the system, with it leaving the depot at 13.50 in tandem with Adelaide H 369. A second trip is scheduled for 15.20 with SECV car 5, whilst a third trip may occur later than the last scheduled departure of another car at 16.20, depending on demand. This is the only time that it is planned to run 675 in Bendigo before it is delivered to STM in late January 2009.

The long awaited return to service of 675 is scheduled to take place amid much ceremony on Sunday, 22 February 2009 with special invited guests, including members of the Woodroff family who donated the body to us in 1996.

This has been our most extensive and expensive restoration, with cash outlays in excess of \$275,000, along with hundreds of hours of volunteer effort! The membership and the general community need to be grateful that such an important piece of our moveable heritage has been restored thanks to all those who donated generously to the project, particularly the special few with deep pockets who gave so willingly and to NSW Heritage, who contributed \$55,000 towards the costs. The end result of returning this car 'from the dead' back to service 75 years after it last ran in Sydney is awesome and an effort for which we and our friends at Bendigo Tramways can be justly proud!

Sydney C car 33

Works on this car continue in Bendigo with the lower deck saloon all but restored and staircases fitted. When the equipment is put on the car it will return to the Sydney Tramway Museum (possibly later in 2009) for fitting out of the upper deck. Work by our joiner Ross Traeger on making the upper deck reversible seats has commenced, along with moulding of other timbers.

Annual Gift Appeal

With this issue we are again sending out an appeal letter to assist with funding our many capital and restoration programs, past and present. Significant cost overruns have arisen in particular with J 675 and C 33, for which we are requesting assistance, along with a need to fund the transport of 675 back to Sydney in January.

In addition we have just over \$65,000 in funds set aside for the construction of a new building near the level crossing to house some of our offsite tramcars, including Milan 1692, Melbourne Y1 611 and W7 1036 and scrubber 11W. Peter Charrett has been working on the Development Application to Sutherland Council for this project. We need additional funds of at least \$ 20,000 to see this project proceed.

As members are aware in kind donations of additional concrete sleepers and Pandrol clips for the RNP line have been made. We are looking into ways where we can have the sleepers laid, however if this needs to be completed at direct expense we will need to find a minimum of \$35,000 to employ contractors to conduct this work.

Opportunities for grant assistance with the fit-out of the YMCA Façade building are not available to us, so again the task of sourcing around \$ 60,000 to fit out the ground floor to house the obsolete Kiosk and relocate the Bookshop from car 1933 must come from our own funding sources. With ever increasing insurance costs we are always battling to meet these costs from general revenues and therefore have no available funds for capital works.

Motor vehicles

The Fiat tractor has been out of action due to a defective clutch. A specialist tractor mechanic came on 22 October, jacked up the engine from a small rail mounted dolly, undid a series on bolts and literally split the machine in two. The front half was rolled forward on the front wheels and the dolly while the back half remained where it was. This provided the quickest and easiest access to the clutch assembly. That was where things went wrong. The replacement clutch kit that the mechanic brought with him would fit 99% of Fiat tractors but this one had been used by State Rail to move locomotives in Chullora Workshops and it had a heavy duty clutch. The mechanic returned a week later with the correct kit and completed the job in quick time.

Our D model Bedford tower wagon has been in the workshop where Geoff Olsen removed the dual rear wheels and axles to access the wheel brake cylinders which have been sent away for repairs.

For good measure the grey welder packed it in and Bill Parkinson and our CSO worker repaired it. A lot of time is spent just maintaining our equipment.

NSW Government Heritage Volunteer Awards

At a ceremony held at the Museum of Sydney on 20th November 2008, Peter Kahn was one of 29 recipients to receive an award from the Minister for Planning, Hon. Kristina Keneally MP for, inter-alia, his lifelong interest in moveable heritage, and as the public face of the Museum, being Public Relations Officer for more than 25 years, and promoting the Museum and tourism in the Sutherland Shire. Well done Peter! Howard Clark was the recipient of a similar award four years ago.

50 years ago

On Saturday 22 November 1958, the tram services using George Street (Sydney), as well as the use of O class cars in general passenger service, ceased.

To commemorate this event, the trams rostered for service at the Museum on Sunday 23 November, were O 1111, P 1497 and R 1740. These three types of trams were the most common on the George Street services.

During mid afternoon, when the sun actually shone through briefly, a line-up of the abovementioned trams, plus R1 1979, was arranged for photographic purposes, with each tram showing a different 'red lines' destination.

In 1958, R 1807 operated the final journey in George Street during the early hours of 23 November, so, fittingly, 1740 operated the last journey of the day at Loftus.

Bits and pieces

The north-west suburbs of Brisbane were hit by an exceptionally severe thunderstorm on Sunday, 16 November with over 100,000 homes without power. Considerable major damage has been reported in the area.

The storm caused considerable damage to the Brisbane Tramway Museum, which will put them out of action for some months. Most

buildings suffered some damage, with doors blown in, overhead brought down and some minor damage to trams. Most small trees were uprooted and larger trees stripped of branches.

Unfortunately one of the big trees fell onto the substation and did considerable damage to the building and the electrical gear. Insurance will cover the damage to buildings, but a lot of work will be needed to get the museum up and running again. It is expected that STM will provide some assistance to BTMS by the loan of portable substation equipment, not unlike when Sydney buses were ferried to Brisbane years ago after the devastating Paddington depot fire!

Christmas gifts from the museum shop

The shop is always open on operating days (Sundays and Wednesdays, plus other days as advertised) and will be open on Members Day, Saturday 6 December, during the afternoon.

We have in stock, COMENG Vol. 1 (1921-55) and Vol. 2 (1955-66), plus most of the David Keenan books (North Sydney, Western, South-Western, Watsons Bay, Newcastle, Rockdale/Enfield, Manly, and Tramways of Sydney). 'Shooting Through' is on DVD, but we also have it available on videotape.

We expect to have in stock by 6 December, 'LAST TRAM AT 11' by William F. Scott, about the Ballarat, Bendigo and Geelong tramway systems (cost around \$60).

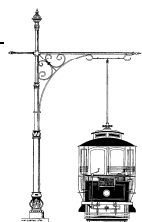
New Hobart Tramways Book

Titled Hobart's Tramway Trilogy, author David Kirby donated his work to Hobart City Council who published the work as one volume and not the three volumes originally intended. At 560 pages, it is a hefty book generously illustrated with archival images, many from the author's personal collection.

The story told in this book spans a period of just 67 years. It is divided into three sections (the Elizabeth Street, Macquarie Street and Liverpool Street trams), and recalls the endeavour and enterprise of earlier years and the importance of the tramway system in the evolution of Hobart and the growth of its suburbs.

This book will not be a stock item in our bookshop. If you would like a copy, please place an order with Peter Kahn as soon as possible for a delivery before Christmas.

The price? Just \$60.00. Order now!



SYDNEY TRAMWAY MUSEUM

Owned and Operated by the Volunteers of the
South Pacific Electric Railway Cooperative Society Ltd
ABN 70 329 300 628
Corner Pitt Street & Rawson Ave (Old Princes Hwy) Loftus NSW
PO Box 103 - Sutherland NSW 1499 - Australia
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2 December 2008

Gift Appeal Various capital and Restoration Works

Dear Members and Friends,

As you will note from SPER News, we are never short of projects needing a sponsor to assist with our plans to continually upgrade the Museum and restoration of our Heritage Tramcars.

No doubt you may have a particular preference if you are contemplating making a tax deductible gift to our capital works and restoration activities. Projects referred to in SPER News include the following additional funding needs:-

- (a) Funding to ensure we can proceed with our additional storage building construction programme near the level crossing for which a minimum of \$25,000 is needed to ensure works can commence once our DA is approved,
- (b) Gifts towards J 675 restoration cost overruns and transport costs for return to Sydney,
- (c) Gifts towards the ongoing restoration of C car 33 and fit out, plus costs of upper deck seats and other works,
- (d) Gifts to construct the open end saloon seats for D 117,
- (e) Fit-out of the YMCA façade project, particularly re-location of the Kiosk and Bookshop facilities,
- (f) Royal National Park Sleeper replacements,
- (g) O 957 and O/P 1089 restoration works,
- (h) Upgrade works in the Display Hall, including replacement of more fibre glass roofing and interactive displays, and
- (i) Other preferred projects, including preliminary works on restoration of P 1501, particularly restoration of donor bogies for the car.

If you are in a position to assist with a gift, it will be greatly appreciated at this time. Thank you.

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



NAME: _____ Membership No: _____

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

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

Card No:

Name on card: _____ Expiry Date: ____/____/____

Signature: _____ Preferred Project: _____