

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

22 February – Vintage Tramway Festival and Launch of J car 675

Conductor Training

Conductor training will be held at the museum on Saturday morning, 7 February 2009, commencing at 9:30am and finishing about 4:00pm. Members and Friends wishing to do this training should contact Hayden Holmes beforehand by phone 0416-069-161 or email at hckv@bigpond.net.au. to confirm your attendance.

New Friends

We welcome the following new Friends to our ranks:

2671	Malins, Lauren	Como NSW
2672	Royayne, Andrew M	Pearce ACT
2673	Royayne, Christopher M	Pt Macquarie NSW
2674	Anderson, Robert B	Macquarie Fields NSW
2675	Anderson, Maria	Macquarie Fields NSW
2676	Smith, Ken	Sth West Rocks NSW

Vintage Tram Festival

Our 19th Vintage Tram Festival is being held on Sunday, 22 February from 9:00am to 6:00pm. Those attending will be treated to the unfolding of tramway history as J class car 675, dating from 1904 makes its inaugural journey along our tramway following a extensive restoration by the Bendigo Tramways.

This festival is unique in Australia as it represents the largest collection of operating electric tramcars more than 100 years old. F car 393 will be in service joined by the two C cars 29 and 290, N 728 and J 675, plus several other trams not so old.

At the launch also Ballast truck 42s will makes its first run over the tramway in its original 1906 form.

Our Waddington bodied single decker of 1937 vintage will run trips to Sutherland as well.

This historic festival should not be missed!

Track and other work

A second pair of six-metre lengths of ex Bondi Junction 102lb. grooved rail were laid inside the front gate on the western track and the joints welded. Some good drops of surplus concrete were received during December and the concreting of this section is well advanced.

The track was excavated by hand between the gate and the Pitt Street crossing slab, the two rail joints welded, timber sleepers removed, the rails de-scaled with the small air tool and bolt on groove installed in this section. A 3.5 cubic metre concrete

pour on 17 December has most of this section completed.

Some further pours were carried out at the northern extent of the concrete along the western track at times when we were not ready for more concrete near the Miranda waiting shed. Normally the area at the front gate receives priority so as to restore that area as soon as possible.

Some old rails were cut up, de-scaled and welded to make two further sections of track drain. These were welded into place across the western track about 40 metres past the crossover points. A stack of old sleepers were re-stacked along the TAFE retaining wall to allow the disposal of material that will be excavated for further trackwork within the site.

Site work

A substantial donation from Ken Butt allowed the engagement of a contract painter to make site enhancements, including the repaint of the Miranda waiting shed, the starters cabins, signal box, bookshop car 1933 (now back in green and cream), the Police box and some other structures.

With the recent painting of overhead poles, many of which had not been painted since erection in 1988, along with the well tendered gardens the street area now has an inviting appearance.

The ex-Brisbane point stand was connected with underground rods and levers to the Road 4 points by Warren Howlett and Terry Thomas. The stand and all associated cover plates have been painted. This completes another job that had a very long gestation period.

Warren and Terry have now turned their attention to making two new sets of covers for the switchgroups for cars O 957 and O/P 1089, which Frank Cuddy is painstakingly rebuilding. They had previously re-conditioned the hydraulic pit jack which now resides in the Road 2 pit ready for an assignment.

A 3-phase electric air compressor had a new safety guard fitted by Warren and Terry, and Geoff Olsen replaced a defective starter unit to make the compressor usable.

Geoff is continuing work on the braking system on the D model Bedford tower wagon in the workshop and has dismantled the yellow Hyster forklift to the extent necessary to remove the engine

which has been sent away for major re-conditioning. To enhance the life of the forklift, which has served us well since it's donation many years ago, this major overhaul and rebuild is essential.

Thanks go to John McFadden and Danny Adamopolous for donating substantial funds to finance this work and to Geoff Olsen for his role in this exercise.

Three panels on the western side of the running shed have been repainted with Colourbond bronze to match the colour of the other buildings and treated with anti graffiti material. John McFadden and Bruce Worthington kindly funded this enhancement.

Robert Norton and Ian Hanson repainted the interior of the Kiosk, whilst Ian completed repainting of all tram stops and posts along the length of the tramway.

The Railway Square waiting shed is the only building that still needs to be attended to. This building is still awaiting repairs under an outstanding insurance claim.

Sydney D car 117

The truck was re-assembled so that the new hornway wear plates could be accurately tack welded into position by Mick Duncan and the team. It was then disassembled again for the welding to be completed.

Geoff Spaulding is carefully crafting and fitting new seat ends in the open compartments of the car body. This is painstaking work.

Fortunately, Geoff has been able to re-cycle some of the engineering grade Oregon from the dismantled tower off 42s for this task. There is not one blemish to be found in the grain of this fine timber, which Alan Watson has also used to turn up seat pedestals for the bench seats.

Our joinery contractor, Ross Traeger, has supplied laminated timber panels for Geoff to fit to the seat ends.

Sydney C car 33

Works on the fit out of the lower deck body, have been substantially completed in Bendigo. Further work has been postponed until after March 2009, to allow some breathing space for planning further works on the fit out of the truck and costings.

Brisbane 'Phoenix' car 548

After recent motor replacement, this well used and popular tramcar is receiving some body attention. The ever present rust problem is again being dealt with. A small section of rust was removed and the area repainted in the correct shade of 'River Blue' on the exterior, whilst the interior is having refurbished seat squabs installed. About half the seating in this car has now been replaced, the remainder will be recovered over the next few months. The expertise of refurbishment of the seats

is being provided to the museum as a free gift, thus saving a considerable sum! We express our gratitude to Tony Cliff and Daren Hutchesson also to Harry Moody.

Ballarat bogie car 37

The team working on this car are making very good progress. In mid January, after a small section of flooring was replaced with new malthoid, the whole floor area has now been repainted in the old SEC standard Ferric Red paving paint. The transformation of the interior of this tram is remarkable.

More than six months of painstaking work are now beginning to deliver outstanding results. Over the next few weeks the refitting of the remaining grab brackets and windows will occur. This will then see the completion of the interior and attention will then turn of final repainting of the exterior.

When the outside work on 37 is completed, the tram will be moved to the workshop where repairs to the roof and trolley planks will take place. At the same time the car will be lifted for repairs to bogies and other under car items.

During the restoration of the body by the team of four (Peter Butler, Robert Norton, Ian Hanson and our CSO worker Aaron) some interesting finds were noted. Car 37 was used for many years in Geelong where it ran as car 35.

As it turns out, some 'Geelong graffiti' was scratched into the door of the number two end saloon with the 1956 date still in situ.

Also traces of early colour schemes were noted. The oldest paint colour found on this car is the early MMTB chocolate scheme.

Traces of its Bendigo days are still visible where this car ran as Bendigo's number 1. The impressions of the numbers are still in situ in the drop centre bulkheads

When completed, 37 will carry special composite destination signs. Destinations rolls from Ballarat, Geelong and Bendigo are to be fitted to the tram. Car 37 was the only tram in the former State Electricity Commission tramways fleet to see service on all three SEC systems, which makes this car unique.

Other cars

42s has had both controllers connected to the wiring harness.

Berlin 5133 has been thoroughly cleaned inside and out but lingers in the workshop with a minor electrical problem.

Some preliminary work has been done on the interior of O/P 1089.

PCC 1014 and Z2 111 are out of service with flat batteries. A new set of batteries costing about \$500 will see 111 returned to service

The flat batteries in 1014 were due to it being stabled with switches and the main battery isolator left on. New batteries may be required for it as well. Being special 8-volt batteries they are quite expensive.

Traffic staff are reminded to always ensure that the car is properly shut down when stabled.

NSW Heritage Incentives Program 2009-2011

Our application for Grant Assistance with restoration of O 957 and O/P 1089 has been acknowledged and we have been notified that the outcome of the assessment process will be determined in April 2009.

Museum of Sydney

A major exhibition, entitled 'Shooting Through' concerning Sydney and its trams, has been in the planning stages for more than twelve months by that Museum.

It is scheduled to run for six months from April 2009. We have been heavily involved in co-operating with the various curators and exhibition planners, who have had access to various members, our archives, personal files and memorabilia during the planning phase.

Apart from the exhibition, members will be assisting with articles, talks at the Museum, and walking tours over certain sections of former tramway.

Howard Clark has been co-ordinating our assistance efforts, with Peter Kahn, Bill Parkinson and Vic Solomons providing major assistance. Others include Ben Barnes who is loaning authentic uniforms, Richard Clarke for technical advice, Tony Cody with archives, David Critchley and Bob Merchant with postcards and photos, Mike Giddey for a track panel, Ian Hanson with preparation and painting of loan items, David Rawlings with overhead components, Ross Willson with historical data, Bruce Worthington with models and memorabilia and the Wednesday workshop team for various equipment items, such as an overhauled trolley base destined in due course for D 117, and the banner signal.

It promises to be an interesting exhibition.

Our Museum receives some financial reward for our assistance, along with the donation of the display cases and the restored Wynyard destination indicator board at the conclusion of the event.

Some Myths and Misconceptions about funding

Recent scuttlebutt doing the rounds concerning Museum revenue and expenditure needs to be clarified according to Howard Clark and John McFadden, to avoid misconception.

Traffic Revenue, particularly the boost given by school holiday openings, is essential to meet a range

of direct operating costs, just to keep the doors open to the public. We need to be grateful to the traffic staff who give freely of their time during the busy holiday periods.

Recent legislative and OH & S matters have driven up the cost burden, whilst our gate revenue has declined in recent years, although we appear on course to match the Ticket revenue of \$65,000 achieved in 2008.

It needs to be emphasised that NO TRAFFIC REVENUE is used to contribute to tram restoration costs. This would be a wonderful luxury to have.

In 2008 \$33,000 of traffic revenue (tickets sold), was used to pay for direct costs such as electricity, crew medicals, fire service monitoring and security, rubbish removal and cleaning and rolling stock and site rental/occupancy and site maintenance.

The remainder of traffic revenue, of about \$32,000 falls well below the funds required to pay for other overhead costs, which for 2008 totalled \$73,000, meaning other sources of revenue, including members and friends subscriptions, along with income from other sources were needed to cover the shortfall.

The largest overhead cost is Insurance which for the last two years has been \$37,000 each year. This is an unavoidable cost, as without Public Liability cover we would not be permitted to operate. Fire Insurance and Compulsory third party insurance on the yellow truck are also unavoidable costs.

An alternative way of understanding Museum direct operating and overhead costs is to put our revenue and costs in the context of the price of the normal adult entry price of \$15 (\$13.64 after GST).

It may be useful for members to consider how many full adult entry tickets need to be sold in a year to pay for various costs.

For example, if you can imagine our annual museum entry revenue of \$65,000 translates to the equivalent sale of 4,800 full adult entry tickets, imagine how many need to be sold to cover certain costs. For instance, imagine you have just sold two adult entry tickets. You will need to sell ANOTHER 2,711 tickets JUST to equal the Insurance costs! This is a staggering amount! It is almost 56% of the total annual ticket revenue! Other examples are as follows:-

- (a) Electricity 733 full adult entry tickets,
- (b) Site rental and occupancy 220 tickets,
- (c) Staff Medicals 220 tickets,
- (d) Fire monitoring and security 367 tickets,
- (e) Motor Vehicle expenses 660 tickets,
- (f) Bank and Eftpos charges 147 tickets,
- (g) Telephone 367 tickets.

The list goes on.

In 2008 our commercial activities, including bookshop, kiosk and production of *Trolley Wire* produced a small surplus overall of just over \$3,000 compared with an overall loss of \$4,000 in 2007,

mainly related to the kiosk. The kiosk remains a cause for concern as it remained marginally unprofitable in 2008 and is still very marginal. *Trolley Wire* broadly breaks even, after notionally adding a portion of Friends subscriptions.

It is appreciated that the conditions in both the bookshop and kiosk are hardly satisfactory to help enhance sales, however until we can find a source of major funding to fit out the YMCA Building, we have little choice. Any takers?

The 2009 financial year has revealed a very tight cash position, as certain types of additional revenue provided in the 2008 year have not arisen again this year, and the funds received in that year have since been expended.

For instance a number of special projects in 2008 from the proceeds of one off disposal of surplus donated equipment, are not available this year.

With changes to regulations concerning the use of Crown Lands by not for profit organisations, such as ours, the occupancy costs have risen substantially from the token amounts of a few years ago to a rebated sum based on notional land values and commercial rentals. For instance in 2006 the occupancy site rental paid to the Department of Lands was 1,257, which rose to \$1,780 in 2007, \$1,966 in 2008 and \$2,695, which we just paid for 2009.

Another example of a decline in cash sources in 2009 is revenue from the Christchurch Restaurant tram, which has been primarily used to fund restoration activity and contribute to overhead costs. This has fallen from around \$21,000 in each of the last two years to about \$8,000 for 2009.

After more than seven years of continuous operation it became necessary to expend considerable sums on motor and truck overhauls for the car to ensure there is no future disruption to the restaurant service. These funds are expected to improve next year as the R&M costs recede.

Funds for capital works, including Royal National Park major track upgrades, tramcar restorations, site improvements and building works are funded from a variety of sources. These are mostly from specific gifts applied to the designated project, specific grants, surplus funds from special projects re-investing the proceeds from donated surplus equipment and restaurant car results.

It must be emphasised that for the Museum to maintain its Income Tax Exempt Charitable Entity Status and as a Deductible Gift Recipient, gifts must be applied to works of a capital nature of the type referred to above. For this reason we have more than \$60,000 of funds specifically gifted for the new storage building held on deposit, pending approval of a DA for the project.

Can You Help?

Mike Giddey has made the following appeal for assistance from members:

‘When the trackwork within the museum site was laid leading up to the official opening in March 1988 many second hand timber sleepers were used. Some of

the track was laid in a big hurry at the last minute and was not properly aligned and leveled before the whole lot was filled in with dirt to make the area safe for the public.

‘The depot yards have been concreted and over the next couple of years it is intended to rectify much of the remaining on-site trackwork setting it in mass concrete with a tar topping in certain areas. This process has commenced at the Miranda waiting shed.

‘We have been very fortunate for some years now to have received donated surplus concrete from Concrete. At present we only accept concrete on the Saturday workdays which tend to be relatively quiet days for builders so the amounts vary considerably. We sometimes go weeks without any.

‘Week days are much busier and we are missing out on a great deal of concrete that would have a huge commercial value if we had to buy it. The yard and retaining walls of the top shed yard were finished in record time when the late Bob Cowing was on site about three days per week.

‘There will soon be re-laid sections of the western track in Tramway Avenue awaiting concreting and these fenced off areas will no doubt be not to the liking of our traffic staff and will obviously cause some inconvenience to them and to the public.

‘While concreting to rail level involves screeding, floating and trowelling (all quite skilled to get a good finish) the up-coming works will not require this as the concrete will only need to be laid to within an inch of rail level and the rougher the finish the better for the adhesion of the tar topping layer. It is basically a matter of showing the driver where to place the concrete and pushing the chute from side to side and getting him to slowly move the truck forward as required to minimize any need to rake the concrete. It would not take any great physical effort and would be of immense value to the museum as we cannot guarantee that the present arrangement with Concrete will continue indefinitely.

‘Is someone who lives reasonably close willing to phone Concrete on weekdays and say that he can open the gate to receive concrete up to a nominated time if they phone him (preferably on a mobile) to give 15 to 20 minutes warning? The alternative will be open trackwork for extended periods.

‘There is a degree of urgency with the on-site track refurbishment as the use of Holland’s backhoe will cease when the Cronulla line duplication works are completed and they vacate our northern terminus area. After that we will have to pay for such services so we need to maximise the opportunities presently available to us.’

Last Minute News

Andrew McCabe was offered and has accepted the position of Kiosk Manager.

Contributors to this issue are Mike Giddey, Hayden Holmes, Ian Hanson, Howard Clark, and John McFadden.

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Editor: Robert Merchant

Trams After Dark – Saturday 20 June

Traffic

Traffic staff must be aware that a special school children's bag is being issued by the Museum of Sydney in conjunction with the tramway exhibition which includes a '2 for 1' entry ticket to the Sydney Tramway Museum. These tickets are to be treated and accounted for as covering two people for the price of one. If covering an adult and child, the adult entry fee is to be charged. They are to be exchanged for normal entry tickets in the usual manner and included in the balance at the end of the day.

New Friends

We welcome the following new Friends to our ranks:

2677	Hillyer, Arron T.	Yarrawarra NSW
2678	Wilson, Randall	Curtin ACT
2679	Daniels, David	Jannali NSW
2680	Daniels, Ruth	Jannali NSW
2681	Barreto, George S.	Brooklyn NY, USA
2682	Marsh-Barreto, Julie	Brooklyn NY, USA
2683	Jackson, David M.	Heathcote NSW

An unmarked anniversary

Our museum was registered on 1 April 1959 as a Community Advancement Society under the New South Wales Cooperation Act 1923-1945 as the South Pacific Electric Railway Cooperative Society Limited.

Vintage Tram Day – some statistics

There were a total of 627 passengers for the Sutherland line and 814 for the Park line, giving a grand total of 1,441. There were a total of 37 trips made up of 21 trips to Sutherland and 16 to the Park. A large number of the trips were made up of convoys. This gave averages of 18 passengers per tram to Sutherland and 24 passengers per tram to National Park. The starter's journal recorded the following maximum number of passengers: 50 on J 675 on the 1:00pm and 1:40pm trips to Sutherland, and 50 on N 728 on the 1:00pm trip to Sutherland also. Not surprisingly the same two cars carried 60 each on the 1:15pm trip to National Park. Other trips on both lines had 20 and 30 passengers at times.

Katie Strancar blew over 1,250 bubbles for the kids.

Track and site works

Some maintenance was carried out on the Depot Junction points on 17 January. The same day Holland's backhoe was on site and excavated the eastern track south of the Railway Square waiting shed where six new treated timber sleepers replaced rotten ones and the track re-gauged. In the afternoon a further six sleepers were replaced about two poles north of the TAFE crossing on the Sutherland line. A start has been made on the clean up of the area south of Railway Square and further work has continued when time permits on the new set of points

being assembled there. These are for the south end of what will become Rawson Loop at the present northern terminus.

The unloading ramp was set up in the street on 31 January for the unloading of J 675 on 11 February. The ramp was removed on 21 February.

Danny Adamopoulos used the tractor to slash weeds at the highway crossing on 7 February and Ian Saxon continued this work along the National Park line. Glen Killham has been mowing lawns. Hayden Holmes and his helpers have carried out trimming of lineside vegetation and weed spraying operations.

Two cubic metres of concrete were laid on the western track in rain on 14 February about 40 metres past the crossover points. Formwork was fabricated by Mike Giddey for the track drain at this location near pole 307 enabling further concreting around the drain on 4 April. The formwork has now been stripped from this location and is being moved into position for further concreting of the western track which is now approaching the first curve. Meanwhile on 21 March 1.2 cubic metres of concrete were laid to complete current works at the front gate.

Matthew Geier and Mike Giddey set up another bay of pallet racking towards the back of Road 3 to provide further storage.

David Rawlings is designing the overhead wiring to wire the Cross Street curve. The north-eastern timber point pit cover on the scissors crossover was repaired on 4 April. Tom Tramby and Mike Giddey transferred the plastic adaptor fittings for use with our concrete sleepers from the disintegrating plastic bags beside the workshop into a heavy duty cardboard fruit box fixed to a pallet for storage out of the weather, along with a large bag of Pandrol clips. Road 3 had to be cleared of trams to enable the forklift to access the racking where the pallet is now stored.

Workshop activities

The Brill 17 21E truck for D117 was back on its wheels by 17 January. Mick Duncan and Rainer Nickel packed new wool into the axle boxes. Mick Duncan had both traction motors back in by 28 January and the truck was complete by 4 February. On 28 March our two overhead cranes were used to lift the truck over to Road 9.

This cleared the way for the yellow Hyster forklift to go into the bogie shop to have three of its hydraulic cylinders removed by Rainer Nickel, Ian Saxon and Mick Duncan. These have been sent away to be refurbished by a specialist contractor. A more detailed account of this work will be provided when the job is complete.

Bill Parkinson arranged for some new hardened steel cams to be made so that Brisbane and Melbourne self lapping brake valves can be converted from right hand to

left hand application to match the Sydney cars. Warren Howlett set up the milling machine to cut new 'handle in/out' slots in the necks of the brake valves and the redundant slots will be filled with weld and ground off.

Ballast motor 42s was drivable from the south end cab only by 21 February and from both ends a week later after Chris Olsen and Dave Bennett made some modifications to the wiring connections. There is still some work to be done on the brakes before it can be considered fully operational. Warren Howlett and Terry Thomas fitted slats to the cab floors. The deck has been painted in grey paving paint and Bill has had having a set of heavy duty hinges laser cut so the drop sides can be made and fitted.

J car 675 has had a brake turnbuckle modified. Frank Cuddy has continued his rebuilding of the O car switch groups for O957 and O/P1089.

During wet weather on 14 February Tom and Mike pumped up a couple of flat tyres on trolleybus 19. It was taken outside, turned around end for end, thoroughly cleaned and was placed on unwired Road 5 with Leyland Tiger 275. This leaves wired Road 4 occupied by fully operational trams. The tyres on 19 are still losing air and some packing blocks have been placed under it until more permanent repairs can be carried out. A week later Craig Parkinson carried out some brake repairs to bus 275 and it tested satisfactorily.

Berlin 5133 finally left the workshop on 31 January after its extensive repairs and the rectification of an electrical fault.

Melbourne Z2 111 took its place and a new set of batteries were fitted after Craig delivered them from Wollongong in vintage double deck bus 2023. An unexpected electrical fault developed and the car was made operational after our moving contractor, Mario, allowed Bill to remove parts from some Z cars on his property. These will need to be replaced at some stage. Car 111 left the workshop on 28 March.

Ballast motor 99u took its place after being turned on the Cross street curve. Several years ago the number one motor received new armature bearings. The number three motor needs new bearings as well after smoke was seen coming from it. The car was jacked and placed on body stands on 4 April with the defective motor being removed four days later by Bill, Rainer, Warren, Bill Denham and Greg King. It is intended to get new bearings cast for the three motors yet to be overhauled. Later that afternoon 99u was operated as a two motor car while David Rawlings straightened a kink in the trolley wire above the depot access track.

Geoff Spaulding has completed the open compartment fixed seats for D 117 and has started on the two reversible seats. Howard Clark and Katie Strancar have helped by scraping and sanding seat parts. Warren made two new brackets for these seats. Alan Leask (not Alan Watson as previously reported) was responsible for turning the seat pedestals for 117's bulkhead seats.

Shooting Through: Sydney by Tram

We have been involved in the planning of this exhibition, being held at the Museum of Sydney, for the last two years. The exhibition was officially launched by former State Premier, Bob Carr, on Tuesday, 7 April 2009 and to date has received excellent press, whilst in the City large banners fly in the breeze from the 'Smart Poles' showing an O car and advertising the exhibition.

Howard Clark contributed an essay as a joint author of a little book published as part of the exhibition which will run until 18 October 2009.

The replica R1 tramcar cab made as an information kiosk for the Canberra Federation line proposals several years ago was revamped in the workshop with a roof fitted by our Wednesday team to improve its appearance. It is now green and cream and, after major alterations, now sports a controller and brake valve. It is now part of the Museum of Sydney display. Alan Leask carried out much of the work to transform the appearance of the cabin, which sports the number 2009 (courtesy of Bill), for the exhibition where it has become an instant hit with children and would be children alike.

Our CSO workers refurbished a set of O car internal advertisement racks which have been installed on the walls at the MoS complete with replica advertising signs, and also cleaned and painted a traction motor and two wheel and axle sets for the display. The advert racks will eventually find their way onto O car 957 or O/P 1089, for which we are awaiting the outcome of a NSW Heritage grant application.

Warren Howlett and Terry Thomas and others in the Wednesday team fitted two sliding doors to the cable trailer and Howard Clark and Peter Black did some last minute varnishing. Perspex has been fitted to the windows by the MoS workshop team, whilst Ross Traeger fitted beading. The frames were refitted to the car before it left Loftus. The car was loaded and left the site on 6 April for display outside the Museum of Sydney for the six months of the exhibition.

A highlight of the exhibition is the replica of the illuminated Wynyard tram departure board, which the MoS staff skillfully replicated using original metal stencils and a few replicas (of a left hand and a number of 'ABCDEF' stencils) which Howard Clark had 'squirreled away' many years ago awaiting the rainy day opportunity. This board will come to Loftus at the end of the exhibition, along with the various display cases.

Vale

It is with regret and great sadness that we record the passing of the following members:

Former member 080 James H. Powe on 20 January. Jim is best known for his railway sound recordings and videos.

Member 482 Geoffrey L. Johnson on 26 January. Geoff was the editor of *Railway Transportation* and *Truck & Bus Transportation* before he retired and joined the museum's traffic staff. Geoff's sense of humour will be long remembered.

Member 002 Robert L. Young on 28 January. Bob was active in the early days of the museum and became a major player on the Transit Australia Publishing team.

Member 634 Brian E. Hague suddenly on 14 February. Brian ran our weekday workshop team, including training railway apprentices, until he moved to the central coast.

Member 008 David R. Keenan on 3 April. David's legacy is the publication of the history of the electric tramways in NSW, a project he was able to complete before he retired.

Contributors to this issue include Mike Giddey, Howard Clark, Mick Duncan, David Rawlings, Ian Saxon, Richard Clarke, Bob Merchant.

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Our 'Trams After Dark' event has been cancelled for this year

Supplementary Rail Safety Report - Penalty Notices

From 1 July 2009, ITSRR will issue penalty notices ('On the spot fines') for certain offences under Rail Safety legislation.

Fines range from \$100 to \$5,500.

Notices can be issued to individuals as well as to accredited entities, such as the Museum, depending on whether the obligation under the legislation is one imposed on an individual or is one imposed on the accredited body. For example, the Rail Safety Act 2008, section 22, requires a rail transport operator to ensure that a rail safety worker has a certificate of competency but also *makes it an offence for a rail safety worker to fail to produce that certificate to an ITSRR officer, when required.*

The fine for breaching a condition of accreditation is \$5,500. The crewing requirements for the Museum's trams, i.e., driver and conductor and, where specified, observer, are now a specific condition of the Museum's accreditation. It follows that breach of these requirements could expose the Museum to that large fine. All members should be familiar with the current crewing requirements, which are set out in "Historical Tram Operations on the Museum Tramway" (STM 6146) located on our website at www.sydneytramwaymuseum.com.au/sms.

ITSRR officers may also issue improvement or prohibition notices in addition to the penalty notice.

STM Rail Safety Team

New Friends

We welcome the following new Friend to our ranks:

2684 Stanfield, Michael

Harris Park NSW

Department of Lands

In June 2008 as trustees of our Museum site we applied for a mix of Grant and Loan funding to assist with improvements to our site infrastructure. The purpose was to assist with the move of the Kiosk and Bookshop to part of the ground floor of the YMCA building at the front gate. The good news is that on 21 May, we received a grant of \$10,000 and a loan of \$25,000, repayable at 5% pa over ten years, towards our costs. Further donations will be needed to achieve this goal. Danny Adamopolous has sought quotes from bricklayers / builders to complete the southern end wall and the division between the display hall and the building, with the next phase being the concreting of the ground floor area.

NSW Heritage

Our application to NSW Heritage under the 2009-2011 Heritage Incentives Program for grant assistance of \$45,000 towards restoration of O 957 and OP 1089 to operating condition was unsuccessful, as this year the movable heritage grants were made available to three other applicant bodies. We were however successful in gaining a 'consolation' grant under the 'Heritage Grants Kick Start Program' of \$10,000 which must be used on the O and OP cars, so progress with this exercise without further major funding or donation, will probably be limited to bringing the cars to display condition only.

Museum of Sydney, Shooting Through Exhibition

This exhibition continues to be well patronised. The 2 for 1 reciprocal promotion between our two Museums also appears to have helped increase our visitor numbers and greater awareness

of our existence amongst the general public. A number of our members, including Ben Barnes, Howard Clark, David Critchley, Peter Kahn and Bill Parkinson have contributed to the programme of weekend 'floor talks' at the MoS, and these have been well received. A programme of 'walking tours' to discover remnants of past tramway heritage is also being run, and one of these at Watson's Bay, with 15 participants and a MoS leader on a blustery May day was hosted by Howard Clark, with participants visiting a local café for refreshments and snack at the conclusion of the walk.

Display Hall

The two principal exhibition designers for the 'Shooting Through', exhibition, Tim Girling-Butcher and Kieran Larkin visited Loftus on Wednesday 3 June, and accompanied by Howard Clark, Richard Clarke and John McFadden inspected the Display Hall. They have kindly offered to provide us with ideas to incorporate significant elements, including display cases, within our display hall. We will meet with them again when they have drafted plans. Two immediate suggestions were noted, which will involve replacing the remaining old fibreglass roof sheets to improve the lighting, and to finish the brickwork beside Road 8 and use MDF panels on the back wall to a height of three metres.

New Shed Progress

Peter Charrett has held meetings with the Sutherland Council to discuss our Development Application for this building. Railcorp have raised some issues which Richard Clarke is attending to, and further investigation is required by Council, concerning potential 'heritage' trees in the location of the proposed building.

Rozelle Depot

Due to public interest in the 'Shooting Through' exhibition, there has been much media attention given to the vandalised state of the six R and R1 bodies stored there for many years. Offers to assist with storage elsewhere have come from as far away as Gunnedah and Maitland.

Until now access to the cars has been denied for many years. However we now have qualified advice from the Harness Racing Association, that subject to various indemnities being provided by the City Council, STM and City Tram Association, the cars can be removed from the site.

Howard Clark and Chris O'Sullivan have had a preliminary meeting on site with Council Officers. Further discussions are pending. The logistics and costs involved in any move are enormous and solutions found before any moves can be contemplated.

Launceston car 14

Agreement has been reached with Bendigo Tramways to carry out stage 1 restoration works, sponsored by Hugh Ballment, to restore the floor bearers and end aprons of the car, before assessing the next stage. Launceston Tramway Museum have supplied new leather strap hangers and brackets for this car, for which we are grateful. Further works in Bendigo on C 33 have been suspended for the present, pending the availability of further funding.

Sydney Ballast Motor 42u

Our Wednesday crew are building up hinges for the drop sides. Bill Parkinson had the pieces flame cut and they are reported to be very good. The blows in the compressor have been removed. They were caused by dirty valve seats. A refurbished ML-A governor has also been fitted.

Sydney Ballast Motor 99u

Ballast motor 99U has continued to be available for limited use while its number 3 traction motor receives attention in the Workshop. The field coils were removed from the lower half of the motor casing to enable the removal and cleaning of years of deposits of gunk. The pinion was taken off the armature which was then placed in the big lathe to have a light machining of the commutator to remove uneven wear and to remove some irregularities from the bearing surfaces on the shaft. The components have been thoroughly cleaned with electrical solvent and the armature has been baked to remove moisture. The field coils and connections have been refitted to the lower half of the casing.

Sydney D car 117

Geoff Spaulding continues to make steady progress on the reconstruction of D car 117. He has completed making and installing the new seat bottoms for the open compartment reversible sets in both ends of the car and completed the fitting of the curved ribs to the tumblehome on the eastern side of the saloon on 6 June.

Melbourne Z2 car 111

Frank Cuddy and Bill Parkinson got the power and dynamic brakes going after defective Tramiac cards in the control circuit were replaced. The car returned to service on 16 May.

Melbourne W2 car 249

Our Wednesday crew have put Sydney cams in two 'W' valves and fitted them to the car. Ex-Brisbane and Melbourne valve bodies were ground out so the cams would fit. The old handle 'off' slot in the bonnets were filled in and new ones machined in the correct Sydney position.

San Francisco 1014

PCC car 1014 received a new set of four batteries on 23 May. These are 8-volt batteries that had to be imported from the States as they are unavailable in Australia. Why 8 volts? Four times eight gives the 32 volt supply for the lighting, control circuits and for the door motors. They are recharged by the motor generator set while the car is in use. The batteries bear warning labels regarding the safe disposal of products containing lead in California and this makes them very authentic for installation in a San Francisco tram. Care must be taken to ensure that the main battery isolating switch is opened when the car is stabled to prolong the life of these expensive batteries.

Hyster

Our Tuesday night work team have refurbished the steer axle and obtained two new tyres. The brake cylinders and master cylinder have been sent away for rebuilding. The chains have been cleaned and refitted.

Works

On 25 April Holland's backhoe excavated the western track outside the YMCA building for the third pair of 6-metre lengths of Bondi Junction grooved rails and then excavated in front of the Railway Square waiting shed for the relaying of the next 10-metre panel of grooved rail on that part of the western track. Spoil was deposited along the TAFE retaining wall with our yellow tip truck. Over the following weeks the grooved rails were set out at these locations, the joints welded and tie bars installed.

New stormwater pipes were laid to connect to one of the downpipes from the Railway Square waiting shed and to a drain near the barbecue.

Concreting has commenced near the YMCA building as concrete has been available.

Some old rails have been cut up for a new track drain which is being installed in front of the Railway Square waiting shed. When time permitted some further welding was carried out on the new right hand set of points being assembled at this location.

There have been some grumblings about the areas that have been barricaded off for these works. It should be remembered that we need to take advantage of the free use of Holland's equipment while it is still available and that the alternative to doing this work is to one day find the track declared unsafe and closed. Anyone wishing to expedite this work is most welcome to come and help, or to make themselves available to accept concrete on weekdays or to donate money so we can buy concrete. These issues were discussed in the February issue of SPER News.

Electrical and Overhead

On 8 May Geoff Olsen, with Tom Tramby manning the bucket truck parked on the traverser, removed the temporary light fitting from the ex-Circular Quay cast iron lamp standard located at the top of the ramp to the main entrance of the Display Hall. It was replaced with a double arm dual lamp fitting that was designed by David Rawlings to closely match ones visible in old photos of the Quay in Bob Merchant's collection.

On 23 May they completed the installation of a new DC feeder arrangement to supply Road 4, including the workshop extension and the wire over the traverser.

Holes have been drilled in steel columns at the back of Road 12 in the top shed to allow the wiring of that road where the wooden troughing has been in place for some time.

On 6 June two Sydney Municipal Council street light posts that were erected last year outside the Workshop were brought into use and some temporary street lighting was removed from the Cross Street corner.

A defective side arm bracket north of the TAFE crossing has been replaced.

Peter Charrett, with Bruce Worthington acting as his chain man, re-surveyed the Cross Street area to enable David Rawlings to finalise his design of the overhead wiring for the Cross Street connection. This information will determine the correct heights for supporting eye bolts and clamps on poles and rosettes in the back wall of the Workshop.

AEC bus 2619

Craig Parkinson carried out some work on double deck AEC bus 2619 at the old site to make it drivable. It was driven to the museum and is in residence on Road 11 in the workshop. Some aluminium sheeting has been removed from around the front door to enable rust repairs to be carried out to the body framing. Proposed works include a repaint, partial relining with new Masonite panels and replacement of broken windows so that it will be available for use on special open days on vintage plates.

General

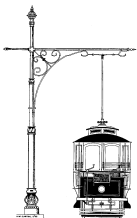
One of our CSO workers is a motor mechanic and has done some work on the diesel air compressor that was donated by a neighbour of John McFadden some time ago. It has been run but needs further work to make it fully serviceable. This unit will be essential for future track relaying projects.

Cancellation of 'Trams After Dark'

Following discussion and advice from the Museum's Board, it has been decided to cancel this year's 'Trams After Dark' event. This is regretted, however the safety and well-being of our visitors and the tram crews must take precedence especially at night. Of course, 'Trams After Dark' will return bigger and better next year.

Contributors to this issue

Howard Clark, David Critchley, Mick Duncan, Mike Giddey, Geoff Olsen, Bill Parkinson, David Rawlings, Ian Saxon.



SYDNEY TRAMWAY MUSEUM

Owned and Operated by the South Pacific Electric Railway Cooperative Society Ltd
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12 June 2009

Gift Appeal Various Capital and Restoration Works

Dear Members and Friends,

Once again I am writing to seek your assistance with gifts towards providing ongoing funding for a number of projects intended to further upgrade our Museum and its facilities, together with restoration works on trams.

In particular, we need addition funding for concrete, so as to speed up track upgrades in Tramway Avenue at our entry gate and at Railway Square waiting shed, where urgent track work is now required to replace worn out rail. We received a grant of \$10,000 and loan funding of \$25,000 from The Department of Lands to assist with moving the kiosk and bookshop to a more permanent home in the ground floor of the YMCA building. We are in need of at least another \$25,000 for this project. There are also the donated concrete sleepers for the RNP line which need funding to permit installation.

We were disappointed to miss out on NSW Heritage Grant funding sought towards the O and O/P restoration programs. A smaller grant of \$10,000 has however been received under a Commonwealth Quick Start Heritage program to be applied towards these cars, which means that until further funds are forthcoming, our plans to bring these cars to operable condition are likely to be delayed.

Our Display Hall is in need of more replacement fibreglass sheeting and wall panelling to prepare for the handover to us of the exhibit showcases from the Museum of Sydney, when their 'Shooting Through' exhibition closes in October.

If you are in a position to assist with a gift at this time, please specify your preferred project if you have one. Thank you.

Kind Regards,

Howard R. Clark OAM,
Chairman

✂-----Cut Here-----✂

Name: _____ Membership No: _____

Please find enclosed a 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: _____

My preferred project(s) is / are: _____

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

Our Annual Dinner is being set for 26 September

Alarm system

The new alarm system is now active in all our buildings and anyone entering will need to have a keypad access code. David Rawlings has issued these to museum members with authorised access, namely directors, OICs and selected senior staff.

Conductor training

A conductor training session will be held on Saturday 24 October 2009, starting at 9:30am. All applicants should contact Hayden Holmes on 0416 069 161 or hckv@bigpond.net.au at least 7 days prior to advise their attendance.

Welcome aboard

We welcome the following new Shareholder to our ranks:

671 Cameron, Warrington E. Forrest ACT

We welcome the following new Friends to our ranks:

2685	Calendar, Riley	Fairfield West NSW
2686	Lanftree, Harlan J.	Lilyfield NSW
2687	Midgely, Stuart	Bardon Ridge NSW
2688	Midgely, Ann	Bardon Ridge NSW
2689	Midgely, Reece	Bardon Ridge NSW
2690	Midgely, Laura	Bardon Ridge NSW
2691	Midgely, Rebecca	Bardon Ridge NSW
2692	Burland, Rodney	Engadine NSW
2093	Wilson, David J.	Moss Vale NSW

Community Building Partnership

Application has been made to the NSW Government for a grant under this program, announced as part of the 2009-2010 Budget. Each electorate in the State is eligible for a total of \$ 300,000 available to Community organisations for improved facilities. We have applied for works on the YMCA building structure, for brickwork to allow the building to reach lock up stage externally. More particularly this work envisages fit out of the first floor as exhibition space connected by ramp and stairs to the existing Display Hall. The project short title is: 'On Track: An Interactive Tramway Exhibition Hall'.

The Museum of Sydney are providing the 'Shooting Through' exhibition showcases and light boxes to us when the exhibit finishes in October, and we hope to incorporate these in this space. Our application seeks essential grant funds of \$118,771, plus optional additional works to a total of \$183,271, with an additional own contribution costed at \$58,064 of in kind materials, such as bricks stockpiled on site, and volunteer labour contribution.

Works

Recent trackwork both within the museum perimeter and north from Pitt Street has concentrated on relaying and concreting the western track. The third panel of Bondi Junction grooved rail near the Miranda waiting shed was concreted on 13 June allowing the restoration of full vehicular access at the front gate. Now that this has been completed we would like to request that everyone drive on the road surface to the west of the running lines as to allow the grass an opportunity to grow back, as it will help improve the appearance of the street till it can be relaid. It was planned to transfer traffic operations to the western track when all planned works were completed to allow the eastern track to be relaid in turn.

That plan ran into trouble when the depot access track and the eastern track near the Railway Square waiting shed were found to be in need of repair. This track was laid 22 years ago and has started to show its age. Corrective maintenance was made over a few weeks in October and November last year, to correct the problem on the eastern track by inserting new treated timber sleepers at frequent intervals. This did not fully resolve the gauge issue due to the

condition of the rail, and has resulted in the requirement for it to be re laid to ensure the highest operating standards The depot access track received one new sleeper and eight new tie bars on 27 June. Our Wednesday crew welded up more tie bars and installed some more to ensure the track is maintained in gauge.

The eastern track from Cross Street to Depot Junction has been closed for relaying it in mass concrete with a bitumen topping. This will be undertaken in a manner of staged projects over the coming months.

Some 80lb rails with bolt on grooves that were donated by the Power House Museum some years ago have been selected and drainage problems will also be attended to. At this stage there was a 9 metre panel of relaid western track in front of the Railway Square waiting shed which had to be concreted to make some working space for the reconstruction of the eastern track. A Sydney style track drain was welded in place and formwork and stormwater pipes were installed to allow concrete to be poured on 11 July.

In preparation for the disposal of spoil from the upcoming major excavations in front of the waiting shed area all the Bondi Junction rail that has been re stacked in two places along the TAFE retaining wall on 25 July and 8 August onto areas that have already been Levelled with fill to make room for the disposal of a lot more material.

On 1 August, ballast motor 99U became the last tram over the old track as it had to be turned on the Cross Street curve to facilitate the upcoming re-installation of its No 3 traction motor.

Holland's backhoe excavated a further nine-metre panel on the western track at Railway Square and dug a trench along the side of the eastern track for a 50mm water main and for some stormwater pipes. Track lifting then commenced.

The water pipe had to be laid before concreting could commence and will, in the future, convey tank water from the Enfield water tank collected from the proposed Loftus Junction shed(s) to taps for garden watering and tram washing within the site.

Further track lifting took place on 8 August and Munich 2666 towed the rails up the hill towards Depot Junction clear of the Stage 1 work site.

Additional funding is required to help speed this track relay up, to ensure its operational as soon as possible, any donations , big or small will gratefully welcome. So far we are short approx \$6000 to complete all the required work..

During wet weather on 20 June, Road 3 was emptied and the glass rack and a spare AEC bus engine were relocated to allow two more panels of pallet racking to be erected to provide more room for material storage. In the workshop a CSO welder made up a rack for the neat storage of lifting gear such as slings, chains and shackles.

The donated diesel air compressor is operational but needs some further work to be completed.

Frank Cuddy has been working on the test bench in the electrical shop and has made operational the lamp and fuse tester and variable pressure panel for testing compressor governors. This has already been used to test a spare governor. The variable pressure apparatus is used to fine tune the open and close settings on the bench instead of having to do it under the tramcar.

Electrical and Overhead

On 6 June the two additional SMC light poles erected last year were made operational by Geoff Olsen and some temporary street lighting was removed. Tom Tramby and some CSO workers dug a trench under the main line to run a conduit to a street light on pole 304 on 3 July. Later, Tom, Geoff, Chris Olsen and David Bennett pulled new 415 volt wires through conduits under Pitt Street to replace the temporary aerial feed over the roadway which was subsequently removed. On 11 July Holland's crane erected the

fourth SMC light pole near Railway Square and it is now operational. While there, the crane relocated the new set of points being assembled for the future Rawson Loop.

Sydney ballast motor 42s

The two spare ballast motor bogies ex-98U were brought into the workshop to have their brake rigging removed. These components are being cleaned and painted and will replace the brake rigging on the Brill 27E bogies under 42s as it had fairly primitive brake gear that was not capable of fine adjustment and used a totally non-standard brake shoe that came in both left and right handed varieties.

The replacement components accept a standard O car / ballast motor brake shoe and have turn-buckles for adjustments. Warren has installed the new hinges for the drop sides and has completed the drop side for the western side of the car and is well advanced on the other one. They are fabricated from three thicknesses of 17mm formply with staggered joints, protected on the inside surface with 8 gauge sheet steel and edged with 50mm angle iron.

Two W2 king pins were used to make the four retention pins to secure each end of the two drop sides at each corner of the deck.

The controllers on 42s failed during the last shunt to set up the donor bogies & as a result a new arc chute has been made for the South end controller. This has been made from a high temperature glass based polymer as traditional materials are no longer available.

Sydney ballast motor 99u

The No.1 traction motor was overhauled some years ago when the armature started rubbing on the field poles due to worn bearings. New bearings were made as the castings were badly affected with stress cracks.

More recently the No.3 motor had to be taken out for similar treatment. In this case the bearings were in better condition and Warren Howlett was able to sleeve them to bring them back to specification. The motor was re-assembled and tested on 28 July and the pinion was re-mounted the next day.

Sydney D car 117

Geoff Spaulding has completed the open compartment seats except for the two turn-over seat backs. Jin Jowett is turning up the seat back spindles in his home workshop. The curved ribs were fitted to the eastern lower saloon side and the steel side plate was bolted back on to the underframe. The timber panels to the saloon sides and bulkheads have been fitted and the ceiling lining is now being installed. Geoff is receiving some welcome and very able assistance from Rod Burland.

The body has been placed back on the Brill 21E truck. This presented a small problem as the body was not in alignment with the track so Bill Parkinson welded up four steel slides that fitted on the two lifting beams that would carry the car body when it was lifted by the four electric jacks.

On 27 June the body was lifted and the 'porta-power' was used to push against the jacks and the body to slide it sideways to align with the truck. The truck was driven into position using our usual arrangement of low voltage from the motor generator set with cables and a simple switch. Once lowered onto the truck the temptation to move the tram out onto the traverser for a photo opportunity could not be resisted.

The new parts for D 117's footboard brackets arrived on 14 August from the engineering company that recently made the hinges for the drop sides on 42s.

Launceston 14

By 22 July Bendigo Tramways have completed Stage 2 restoration works on the body of the car, restoration of which is mainly sponsored by member, Hugh Ballment. These works by George Sterling, Dennis Rodda and Bill Chan, include repair to a small corroded area of the steel chassis, replacement of timber bottom plates, final bolting of summers, fitting and fixing of floor boards and headstocks, replacement of end pillars and repairs to other pillars. The car body is now fairly robust and works to comprise Stage 3 will be determined when Hugh and Howard Clark next visit Bendigo.

Ballarat 37

Peter Butler and Ian Hanson have applied the final coats of paint to the car body of 37. The refitting of internal linings and windows

has also been completed thus completing many months of dedicated work. A team of four workers in total have spent many hours in restoring the woodwork. The seating in the car was in a poor state. This required a great deal of elbow grease with added assistance from various types of sanding machines. Aaron Hilliier and Robert Norton also spent a lot of time assisting in the restoration of the interior.

This now ends the first stage of the refurbishment and was completed on Saturday, 18 July 18. The next stage will see 37 moved to the workshop for additional works to be carried out on the roof, trolley poles and bases, and mechanical repairs to the undercar equipment, etc. The final lining out and application of numerals and SEC insignia will be carried out by our workshop team. It is hoped 37 will be running again in 2010 by which time 37 would have been in the ownership of the STM for nearly 40 years!

New Shed

Efforts by Peter Charrett to obtain a Development Application from Sutherland Council for the proposed storage shed near the level crossing have come to a grinding halt. As the suggested outcome of our application would be a rejection, it was decided to withdraw it before the scheduled final response date, and go back to the drawing board.

The main issues relate to proposed removal of trees, particularly although not restricted to the three 'heritage pine trees', but including just about all the trees on the site. We had consulted with the National Parks & Wildlife Service concerning the trees, and although similar pines and non native eucalypts have been removed in the Royal National Park, this was insufficient grounds. We even redrew the positioning of the shed to avoid the pines, however this remained an issue as potential damage to root systems was seen as an issue requiring an arborist report.

Water run off from the water tower was another concern. Subsequently Howard Clark has met onsite with our Consulting Engineer, Alan Wright, who has been responsible for overseeing design and erection of all other buildings on our site. He sees a potential solution to our problems, and is to revisit this issue on our behalf in the next month or two. Thanks go to Peter for enduring the frustrations of the last six months.

Railway Square Waiting Shed

Jim Jowett has finished wood turning replacement ornamental cross arms and other turnings to replace broken/damaged timbers under the eaves of the shelter. Other replacement structural timbers are expected to be delivered in the next few weeks. Warren, Terry and the Wednesday team plan to re-assemble the component parts in the workshop upon completion of their works on 42s. Once re-assembled, we will engage an outside contractor to re-erect the finished components in the structure. This is expected to happen once track works alongside the waiting shed are completed and access to the structure can be achieved.

A Thank You

We have received a thank you note from Bendigo coachbuilder, George Sterling and his wife Maree, which reads:-

"Dear Folks, This note is to thank all you people up at the Tramways Museum in Sydney for the most generous donations that you and Eva with the bucket collected for me and my wife Maree after our misfortune with the Bendigo bushfires.

"It was so nice and we are indebted to you all. It is not nice to wake up in the morning with the clothes on your back, 2 dogs, 2 cars and that's it. Thanks so Much! George."

The note was accompanied by two aerial views of their property, in Eaglehawk, one taken before the fires and the other showing the total destruction of everything on the property including their house and several large steel storage shed buildings. Our thanks need to be extended to our gardener extraordinaire, Eva Gay, who took the initiative on our Vintage Festival Day in February, and collected more than \$700 on the day.

Annual Dinner

Our annual dinner is being planned for 26 September at the Sutherland United Services Club. Further details later.

Contributors to this issue

Mike Giddey, Howard Clark, Danny Adamopoulos, Mick Duncan, Geoff Olsen, David Rawlings, Ian Saxon, Hayden Holmes.

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

Special Members' Day – 5 December

Special Members' Day Saturday, 5 December

- * Ceremonial launching of Ballast truck 42s.
- * Twilight tram rides.
- * Barbecue dinner.
- * Short films Under The Stars.

The museum is holding its annual Members and Friends day on Saturday, 5 December from 3:00pm. The afternoon's activities will commence with the launching of 1906 built Ballast truck 42s. Although this vehicle can not carry passengers, it remains a unique and historical addition to the museum's fleet, not only as a tramway artefact, but also as a former railway overhead line car, specially converted for that purpose prior to the opening of the City underground railway in 1926.

The whole reconstruction of this tram was a project spearheaded by the late Robert Cowing. It was his special pet project and as such the Board of Directors are dedicating this tramcar to his memory in recognition for the tireless lifetime commitment he gave to the Sydney Tramway Museum.

The reconstruction of 42s has been carried out almost entirely by volunteer labour in our own workshop facility. Details of the restoration and those involved will be reviewed later.

Following the ceremony, trams will be running until early evening. As a special attraction harking back to earlier years, the traditional film night will be presented in our specially organised 'Open Air' cinema. The short films screened will be of tram and train interest.

The proceedings commence at 3:00pm with a barbecue dinner starting at around 6:00pm. Films will follow at 7:30pm in Lakewood Park.

The cost of the barbecue is \$10 per person (2 courses). Otherwise the whole afternoon is free!

Please note: Those wishing to partake of the catered barbecue will need to make a booking. Email your confirmation to ianhanson95@yahoo.com or phone 0438-007-187 and leave your name.

We are anticipating a good representation of members and friends for this event. Bookings for the barbecue are already filling fast!

The organisers are seeking volunteers to assist with running of the event especially the barbecue and other duties. Please contact Ian on 0438-007-187 if you can assist.

Display Hall and YMCA

A member has generously gifted \$7,000 to enable seven of the remaining eleven fibre glass roof panels to be replaced in the display hall and running shed. This work will ensure the remaining roof leaks are eliminated in the building and will further brighten the interior for the benefit of visitors and help reduce electricity costs. Another \$4,000 will enable this work to be fully

completed. Is there someone else willing to help to see this work fully completed?

A substantial quantity of good second hand Oregon has been donated by Greg Sutherland. This is being used to frame part of the rear and eastern side interior walls of the Display Hall to support a wall made of particle board flooring panels. This will be painted ready to receive material from the Museum of Sydney after the very successful tramway exhibition closes on the 18th of this month. Danny Adamopoulos' brother Dominic is carrying out this work.

A CSO bricklayer has completed the partly finished first brick panel forming part of the fire wall between the first floor of the YMCA Building and the Display Hall and will continue with the other panels and the bricking of the stair shafts.

Our CSO plumber is setting up the PVC sewer pipes for the toilets on the various floors.

Cars at Hawthorn

We have been advised by Victrack that Milan Peter Witt 1692 and Berlin 3007 are expected to be moved, initially to Preston workshops, by Yarra Trams before their operating franchise expires in November. It is more than 18 months since formal arrangements were made for these cars to be placed in outside storage elsewhere in Melbourne for a period of two years, so it is likely that a short time extension will need to be negotiated, before our new south shed can be built.

New shed

We suffered a setback with Sutherland Council advising that our original Development Application for a three road shed would be unsuccessful, due to potential adverse impact on the three large pine trees and other trees near the level crossing. Hence the plans were withdrawn and a partial refund of fees was returned. We are grateful to Peter Charrett for undertaking this role and dealing with the setbacks and many frustrations along the way.

Alan Wright, the engineer responsible for the design and erection of all the major buildings on our site going back more than 20 years, has now taken responsibility for this task. The replacement design is a longer two road shed which avoids the trees with a capacity for six trams. Alan appears to be making some headway with these revised plans.

Works report

Following the removal of the old eastern track beside the Railway Square waiting shed, Holland's backhoe excavated the road bed and the 'six foot' from near the barbecues north for about 20 metres on 22 August. The spoil was dumped along the TAFE retaining wall with our

yellow tipper. This work continued the following Saturday as well and a substantial area was prepared for the laying of new track, the first panel of which was then laid using tee rail with bolt on groove donated by the Powerhouse Museum several years ago.

On 12 September a temporary 'road' of sleepers was laid to allow access for concrete trucks from the Depot Junction end of the work site and concreting commenced.

A new Sydney-style track drain has been provided across the two tracks at the bottom of the grade from the Junction to overcome previous drainage issues. South of the drain the road surface will be concreted to rail level while north of the drain the concrete is being left about 40mm below rail level to allow for a future tarred surface.

The second eastern track panel was gauged, welded and concreted while a second panel was set up on the western track using tie bars and some of the better lengths of grooved rail recovered from the old eastern track. This was followed by a small surplus concrete pour on 17 October. Both tracks needed to be relaid simultaneously to allow access for the concrete trucks to avoid the need to pay for expensive concrete pumping equipment.

Steel theft

A major set back occurred during the week of 28 September to 2 October when some thieving scumbags stole all remaining Bondi Junction grooved rail and pointwork from along the TAFE wall as well as the Melbourne cast blade units for the second set of points for the future trailing crossover north of Pitt Street. They also stole more blade units, steel poles, a No. 1 truck and cast iron columns from the storage area near Loftus Junction. Obviously nothing is safe and a full review of security will be needed as heavy equipment would have had to be used to move the steelwork. The police attended the site but there is little hope of recovering these materials which may be very difficult and expensive to replace.

Overhead

During a routine line inspection of the overhead, Tim Stuart found two bracket arms on the poles near the pine trees had been damaged. The cause has not been identified. Although trolley pole dewirement seemed the obvious cause it may have been something else as the damage to the brackets indicated a major force that certainly would have severely damaged a trolley pole.

Wiring over Road 12 (in the top shed) was installed on 5 September and has been commissioned.

Work has continued on the wiring of Cross Street

Ballast motors 99u and 42s

Ballast motor 99U was lifted in the workshop on 26 August and the No.2 bogie was taken out for the No.3 DK11A traction motor to be re-installed on 29 August.

On 12 September its place was taken by 42s which was lifted on 3 October. Alan, Ian, Peter, Vic, Rainer, Bill and Mick have finished the brake modifications to the 27Gs trucks for 42S. They fit very nicely and are now compatible with O class and other 33-inch wheel cars.

Terry, Warren and Alan have completed the new drop sides and made and fitted the toolbox to 42s. New lifeguard gates have also been made and correctly fitted in place of the makeshift ones previously fitted and mounted in the wrong position.

Sydney D 117

Warren Howlett, Terry Thomas and Rainer Nickel have machined and welded new laser cut footboard brackets for D117. Geoff Spaulding has completed the ceiling lining and work has now started on the outer skin of the main roof. Rod Burling has made excellent progress on sanding back interior woodwork for varnishing and re-fitting bulkhead lining panels and sliding doors. Warren and Terry have profile cut and polished brass plates for fitting to the side pillars in the open section for the tip over seats. Rod had sourced one remaining sample from behind the steel mesh protecting the resistor grids in 134s.

Ballarat 37

This car was moved out of the paintshop a few weeks ago and transferred to Road 4 pending another move (when space permits) into the workshop. It is here where the final repairs and lifting of the tram will take place. A welcome return to service will happen next year.

Sydney OP 1089

The paintshop team have now completed the final coats of enamel on the ceiling of this unique tramcar. Ian and Peter are now concentrating their efforts on restoring the timberwork in the saloon bulkheads. A large amount of this work having already been carried out many years ago thus making the task a lot simpler. Seats are being removed for repainting whilst the frames are also being worked on to restore the original timber finish.

Given the limitations on our workforce, excellent progress is being made. It is anticipated by late next year, the tram will be in a very advanced state of restoration. 1089 will be restored to its former olive, fawn and grey scheme, once carried on all Sydney trams before being phased out in favour of the green and cream scheme adopted in 1933.

Donation

The Brisbane Tramway Museum has donated a spare controller for use in Brisbane 180. Ian Hanson was in Brisbane recently, accepted the donation and brought it back to Sydney. Many thanks to Peter Hyde and members of the BTMS for the donation of this equipment.

Road vehicles

AEC double deck bus 2619 has had some of the aluminium sheeting re-riveted while further frame repairs and reconstruction of the back platform continues.

Bedford tower wagon No.3 again attended Eastern Creek for display on 23 August along with vintage buses from the HCVA.

Annual Dinner

Our annual dinner had to be postponed due to the illness of our organiser and nobody could be found to continue the arrangements. Further details will be forthcoming on the new date and venue – probably late March 2010.

Members who live in the Heathcote electorate

Please vote in the poll for completion of the YMCA Building under the NSW Community Building Partnership. You do not need to be over 18 to vote and you can register your vote on www.paulmcleay.com.au.