

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

19th Vintage Tram Festival – 28 February

19th Vintage Tram Festival

Our 19th Vintage Tram festival will be held on Sunday, 28 February. The theme for this year's event is 'Trams of Australia' and the trams selected to take part are Adelaide 358, Bendigo 11, Brisbane 295, Melbourne 249, and Sydney 29, 675, 154 and 1979. The museum will be open from 9:00am to 6:00pm.

Welcome aboard

We welcome the following new Friends to our ranks:

2694	Penny, Brian	Elanora Heights NSW
2695	Davin, Raymond	Panania NSW
2697	Veage, Garry T.	Miranda NSW
2698	Veage, Jill	Miranda NSW
2699	Veage, Sian	Miranda NSW
2700	Veage, James	Miranda NSW
2701	Woo, Daniel	Oatley NSW
2702	Woo, Liesel	Oatley NSW
3703	Woo, Nathan	Oatley NSW
2704	Woo, Jonathan	Oatley NSW

Annual Members' Day draws good crowd

The 2009 Members Day held on 5 December was the biggest event for members for many, many years, judging by the number of people who attended. The day also saw the launch of restored ballast motor 42s. As an added attraction, a barbecue was provided, followed by movies under the stars.

The activities commenced at 3:40pm when 42s was driven out of the depot yard into the back road in our picnic area, near the Railway Square waiting shed. From the deck of 42s, Workshop Manager Bill Parkinson related its interesting history and the work involved in the reconstruction to return the tram to operating condition. Bill also mentioned the efforts contributed to the restoration by the late Bob Cowing. Bob's daughter Jennifer and son Douglas (son Luke is in Western Australia) and friends, the Garbutt family, attended to witness the vehicle's return to service.

Also in attendance was new member, John Jenkin, who actually drove 42s in its later guise as an overhead line car renumbered L707 in the railway roster. Diesel driven, and battery operated when operating in the city underground, the old tram (nicknamed 'Gentle Annie') moved slowly around the city underground railway and over the bridge to the north side usually carrying a gang of linesman to maintain the overhead wiring system. After its retirement from railway service, it was donated to the museum in 1979.

At 4:00pm, a convoy of three trams departed for the Royal National Park. Trams C 29 and R1 2001 carried the throng with 42s as the trailing car. Plenty of time was allowed for photo stops on the return journey with 42s leading the convoy.

Following the return of the official launch convoy, C 29 began several runs to Royal National Park followed by Melbourne Z 111. Trams operated also to Sutherland and most of the trips on this line were operated by O car 1111.

As the sun slowly sank, our members and friends made themselves comfortable around the picnic area and relaxed as the barbecue got under way. Ian Hanson was assisted by Robert Norton, Peter Black and Andrew McCabe to serve up a delicious two course dinner. Ian reports that the team served up a total of 81 meals. Ian Hanson and Danny Adamopoulos organised and/or supplied the catering for the occasion.

After dinner, the group moved into our open air cinema which had been set up in the traverser pit in front of the workshops. A large screen was suspended in front of the display hall with Craig Parkinson's digital projector mounted in the back of his van facing towards it. It was our first film night for many years and the films screened were of tramway and railway interest. They included a 1949 colour advertising film for the Melbourne tramways, a 1947 film on coal haulage in New South Wales with scenes of trams in Sydney and Newcastle, the 1965 short 'They Shot Through Like A Bondi', a couple of films showing London Transport at work, and ending with that perennial favourite, 'The Elephant Will Never Forget'.

What is not forgotten, though, is the wonderful time we all had, with nearly 40 people still at the museum at midnight! It was a tremendous team effort that certainly paid off. Those who assisted deserve a special thank you for all their efforts.

Works report

Work is underway to open the doors on road 15 in the top shed in readiness for cleaning out around the cable grip car and Essanee grinder 3. These doors were installed when the shed was constructed but have never been opened. At present there is a build up of superfluous material surrounding the two cars which is to be removed and disposed of to make room for work to begin in the near future on the cable car. It is a project the team that rebuilt 42s is interested in. They hope to bring the cable car to displayable standard over the next few years. Material that had been stored outside the doors has been removed and repositioned to clear the access to road 15.

A new gate has been erected at the entrance to the depot yard. It is not angled as was the previous one, but has been erected more in line with the workshop rear wall.

Display Hall and YMCA

Danny Adamopoulos' brother, Dominic has work well advanced on the lining of the side and rear walls at the back of roads 7 and 8 to take the former Museum of Sydney display material which arrived with the return of cable trailer car No.23 on 21 October.

A CSO plumber has set up the sewer pipes and the water lines for future toilets in the YMCA Building adjacent to the southern fire stairs. Our CSO bricklayer has made good progress on the fire wall between the first floor of the YMCA Building and the Display Hall. Some of this work has also been undertaken by Danny, Tom and Greg. Our second CSO workers have been co-opted on several occasions to carry bricks up to the work area.

Track relaying work

On 17 October the third pair of rails on the eastern track, working north from the south end of the Railway Square waiting shed, were placed, aligned, gauged and welded.

On 24 October the set of right hand points being fabricated for the future Rawson Loop were relocated clear of the western track just north of the waiting shed allowing the remainder of the western track to be lifted as far as the Cross Street corner. The eastern track bed was excavated and levelled to the same location by Holland's backhoe with the spoil being dumped along the TAFE retaining wall north of Pitt Street. Some of the old rail has been de-scaled for re-use and third panel of the western track was set up and welded.

On 30 October Tom Tramby and Danny Adamopoulos laid four cubic metres of concrete on the western track with a further five and a half cubic metres the next day mainly on the eastern track.

By 7 November the eastern track had been concreted as far as the SMC light pole. A temporary ramp of sleepers allowed fork-lift access to the 'six foot' between the tracks to facilitate the placement of more rails. The eastern track was then extended over the following weeks to join with the original rails at the Cross Street corner.

On 19 December a staggering 13 cubic metres of surplus concrete was received in three truck loads. Some old rails have been cut up and trimmed for the Sydney style track drain opposite the waiting shed. The fourth panel of track on the western track was gauged and welded on 9 January.

Main line trackwork

Eleven timber sleepers were replaced along the Sutherland line on 31 October and a further five on 21 November.

During December, Hayden Holmes and his team of Robert Norton, Sam McGuinness and Kaine Treleaven trimmed tree branches and sprayed weeds along the Royal National Park and Sutherland lines. The tree trimming was carried out from overhead line car 99u, the elevated tower being very useful for this task, and the weed spraying used our special weedicide trolley towed by R1 2001. A fallen tree just north of Pitt Street was cut up and the pieces removed using ballast motor 42s, the first works use of this car since its return to service one week earlier.

Building works

The new timber for the repairs to the Railway Square Waiting Shed was received in mid December and Rod Burling has commenced shaping the first of the two replacement 300 x 300 hardwood posts for the eastern side.

Overhead

With the now regular use of the Cross Street connection due to the current track-work, it is hoped that an early start can be made on the erection of the permanent overhead wiring. Detailed planning is in hand by David Rawlings assisted with survey work by Peter Charrett and his trusty chainman, Bruce Worthington.

The anchor points for the south wall of the workshop were completed in August and require three holes to be drilled through the wall so that the anchors can be installed.

Other necessary work, including inspection and maintenance of the overhead required under the rail safety act requirements in which Tim Stuart was involved, has taken precedence. As well, the reconstruction of the scissors crossover trolley wires by the end of February is in progress at the same time as Cross Street. On his return from holidays, Tim will be assisting with Cross Street and the scissors work also. Tim has joined Bill Denham and David Rawlings as one of the overhead wiring team.

Sydney D 117

Geoff Spaulding mortised and fitted the two new edge timbers to the sides of the clerestory section of the roof of D-117 followed by the roof battens. These have been planed so that ridges won't show after the roof is canvassed. Two new laminated roof end bow rails were made by our joiner and have been fitted by Geoff to both ends of the car supported by the pipe posts that will also hold up the front aprons. Rod Burling and Katie Strancar have made good progress on sanding the interior woodwork.

Ballarat 37

Ballarat 37 has been lifted and both trucks removed for overhaul. The spare 22E trucks obtained from the N car at Woy Woy have been placed under 37 so the car can be moved around for cleaning of the underframe. This car has a very large build up of dirt on the frame and will need a thorough cleaning before work can commence on certain areas of the frame. The electrical equipment under the car has been removed for overhaul. The resistor grids were found to be in poor condition but have been repaired and are ready for remounting under the car once the frame has been cleaned and repaired. The line breaker is undergoing overhaul and the resistance tubes and interlocks replaced to operate on our 600V to 650V traction power. They were removed when the tram was in service in Ballarat as they were not required due to Ballarat's lower traction voltage.

Ballast motor 42s

Ballast Motor 42s had its bogie brake rigging replaced with that taken from two spare Sydney No.6 trucks to provide a proper means of brake adjustment and to enable the car to take a standard O car / ballast motor shoe. It was successfully tested on 14 November.

With the completion of 42s, W2 249 made a brief appearance in the shops to have a damaged step repaired by Rod Burling. Its place in the workshop was then taken by Ballarat 37.

Display Hall Roof

Two members have generously donated a total of \$8,000 between them towards the approximate \$11,000 cost of replacing the old fibre glass roof sheeting with new material. This work is expected to start shortly, to the extent of available funds.

New Shed

This shed needed to be re-designed as a longer two road building to overcome Council objections relative to the previous layout due to proximity to the pine trees. Surveyor levels are expected to be received soon to enable our Consulting Engineer, Alan Wright to lodge a new DA with the Council.

Tram moves

Trams stored at Preston workshops which have been allocated to STM are required to be moved by no later than 31 March 2010. These cars are W7 1036, scrubber 11W and Y1 611. The first two will need to be delivered to outside commercial storage for at least 12 months, pending the availability of the new south storage building referred to above. Thanks to the generosity of Bruce Worthington, 611 will be transferred to Bendigo for a repaint and re-commissioning.

Our Milan car 1692 and Berlin 3007 also face moves from Hawthorn depot. Originally covered external storage had been negotiated in the Melbourne area for two years which was due to end in September 2010. This is now unlikely to be available and again external commercial storage is needed for these two cars.

Member support towards funding the costs of these moves and storage charges is now needed and all gifts will be appreciated.

Sydney R 1808 was shipped in December 2009 from Preston workshops (after storage there for about nine years) to MOTAT, Auckland under lease for use during the next seven years, to assist with their growing patronage needs.

Community Building Partnership program

Our application for funding to assist with fit out development of the YMCA building structure has apparently been unsuccessful. Unfortunately for STM, we learned after our application was lodged and after considerable effort, that funding preference and availability was largely dependent upon a local electoral area voting arrangement aimed at residents of the electorate. With a broad membership across Sydney naturally STM only scored a small percentage of the votes lodged in favour of the various projects, which supported works relative to local sporting and other organisations which of course have a strong community base within the electorate. Neverthe-less we thank all those members and friends who reside in the electorate for voting and encouraging their friends and neighbours to support us.

Road and other vehicles

Work on AEC double-decker 2619 is proceeding well but behind schedule due to unforeseen problems with the body framing. This has now been completed and the replacement of the body panelling is under way. The interior is also being cleaned out for fitting of new 'Masonite' interior lining.

The yellow Hyster forklift has had its re-conditioned engine and radiator re-installed and re-wiring is continuing thanks to Chris and Geoff Olsen and David Bennett. It has now been moved out from under the mezzanine to where the overhead cranes can lift the heavy steel casting back on.

New acquisition

A four-door display fridge has been donated and stored for future use in the YMCA Building.

Contributors to this issue

Ian Hanson, Bill Parkinson, Mike Giddey, Howard Clark, Mick Duncan, David Rawlings.

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Museum Annual Dinner at Sutherland US Club – 22 May

Annual Dinner 2009-10

The 2009-10 Annual Dinner will be held on Saturday, 22 May at the Sutherland United Services Club, East Parade, Sutherland from 7:00pm. Our Special Guest Speakers will be Norman Chinn OAM and Ian Saxon.

Between 1957 and 1961, the once great Sydney Tramway system was systematically dismembered and closed. At the same time, a small group of tramway enthusiasts began a pioneer project; the creation of a 'live' operating museum, not just static display. A museum where people could experience history, not just look at it. It was an Australian first. The Australian Electric Transport Museum – later incorporated as the South Pacific Electric Railway – came into being in April 1959 as a group dedicated to preserving Sydney's tramway history and the next four years saw an all out effort to acquire pieces of the tramway system and a place to display and operate the historic trams.

Now, fifty years we pay tribute to these pioneers. Norm Chinn, one of the Museum's founders, will talk of those early years of the AETM / SPER, while current Museum board member, Ian Saxon will talk of the future direction of our world-class museum.

This is a night not to be missed! Reserve your place now. A Booking Form accompanies this *SPER News*. Cost is \$50.00 per person. If you have any questions, please contact Peter Kahn on 9665 3820.

19th Vintage Tram Festival

Our 19th Vintage Tram festival was held on Sunday, 28 February. The theme for this year's event was 'Trams of Australia' and the trams selected to take part were Adelaide 358, Bendigo 11, Brisbane 295, Melbourne 249, and Sydney 29, 675, 154 and 1979. The museum was open from 9:00am to 6:00pm and attendance was good despite it not being advertised in the media.

Welcome aboard

We welcome the following new Friends to our ranks:

2710	Summer, Benjamin	Stanmore NSW
2711	Bogunovich, Matthew	Rushcutters Bay NSW
2712	Andrews, Cameron	Rushcutters Bay NSW
2713	Griffith, David	Turrumurra NSW
2714	Arens, Raoul	Gymea NSW
2715	Turnbull, Graeme	Mont Albert Vic
2716	Jackson, David Mark	Woronora NSW
2717	Jackson, David James	Woronora NSW
2718	Renton, Graham	Tenambil NSW

Sydney Vintage Tramway Festival 2011

The 2011 Festival will be held on Sunday, 27 February 2011 and will commemorate 50 years since the closure of the first generation Sydney tramways. David Critchley is looking for a number of enthusiastic Members and Friends to help Ian Hanson and himself make this Festival an extra special event day.

The idea for the day is to run solely Sydney trams, but how do we fill the street?, How do we get people down to Loftus on the day? Who else do we invite? We need your ideas now! We're going to form a task force that will meet monthly up until February 2011. Call David Critchley (mobile 0405 431 710 or email filanddavid183@yahoo.com.au) if you can be part of the task force.

Our first meeting will be at the Museum at 2:00pm on Sunday, 2 May.

Extra help needed

Members and Friends, we need some extra hands to run our shops - Souvenir Shop and Kiosk. If you or your spouse is able to assist, please advise Peter Kahn, Retail Shops Co-ordinator either by telephone or facsimile on 9665-3820 or email peter.kahn@bigpond.com to discuss possibilities and arrange familiarisation with procedures.

Generally, days of operation are Sundays and public holidays (10am-5pm); Wednesdays (10am-3pm) and extra days during school holidays. Only one person is normally required to operate each shop on each of the Museum's days of operation.

Peter Kahn thanks you in anticipation.

Back in stock in the souvenir shop

We have been fortunate in obtaining some further copies of the special reprint of Gregory's 1934 Sydney Street Directory. We believe these are the last copies available and no further reprint will be done. The price per copy is \$29.95 at the Museum Shop.

Replica NSWGT 'pillbox' hats

The Sydney Tramway Museum's peak caps are made by Hills Hats of New Zealand, and any enquires regarding obtaining one of these hats should be made through Peter McCallum.

A number of Members has expressed an interest in obtaining replicas of the early NSWGT pillbox hats, also through Hills Hats. These hats are replicas of the early style pillbox cap used during the steam and early electric tram era in NSW. These can be manufactured, in your size, at a cost of around \$80-\$90 including post and packaging. However, we need to get a minimum order of ten hats to make this viable. We already have firm orders for five hats.

If you are interested in obtaining a replica NSWGT pillbox hat please call David Critchley (mobile 0405 431 710 / email filanddavid183@yahoo.com.au) as soon as possible with your metric hat size and contact details.

Trackwork

Work has continued on the relaying of the double track from the barbecue area back to Cross Street. The new eastern track was linked up at Cross Street following rail de-scaling, levelling, aligning and welding. The hot weather caused problems with expansion and distortion of the track. It was progressively concreted from the south towards Cross Street to stabilise it before the final concreting was done on 27 February. Ten cubic metres of purchased concrete and two more of surplus concrete were placed on Thursday 4 February, followed by another five on 20 February and five on 27 February.

The old western track was excavated by hand and the last of the timber sleepers were removed allowing re-laying to begin back towards the waiting shed. Spoil has been placed by wheelbarrow to cover a conduit and plastic water pipe laid beside the eastern track for future use. Regular drops of surplus concrete have allowed paving of parts of the 'six foot' between the tracks and between the eastern track and the embankment.

Some of the old steel beams stored near Loftus Junction have been cut into 'T' section lengths for use as steel sleepers. Some

cleaning up and re-stacking of stored point-work components, wheel-sets, steel poles and cast columns has taken place south of the barbecues in preparation for the upcoming re-lay of the Depot Junction points. A steel frame for cast drainage grates has been positioned over the large circular stormwater pit opposite the waiting shed and has been formed ready to be concreted. Two defective timber sleepers were also replaced near the TAFE crossing.

Building work

A new CSO bricklayer has started with us and is continuing work on the fire wall to separate the first floor of the YMCA Building from the Display Hall. Some special steel door frames have been purchased to be set into the brickwork for the future fire doors that will allow access between the two buildings to comply with the Building Code of Australia.

The doors of 15 Road have been made to open. At the time the Top Shed was constructed the one piece timber door frame was not cut to allow the doors to swing as the S&E Grinder and the Cable Grip car were placed inside by crane from 14 Road. This work along with the clearing of stored materials outside the doors allowed the S&E Grinder to come out for the first time since the early 90s. Craig Parkinson steam cleaned it on the traverser and it now resides on 4 Road.

The cable trailer has joined the grip car on 15 Road and the Wednesday crew intend to work on it subject to other commitments.

New yard gate

Work has started on the replacement gate for the area near the public toilets at the back of the workshop. A new post has been made from heavy section R.H.S. which was in stock and is ready for installation when the foundation is concreted. The work was done by Warren Howlett, Terry Thomas, Rainer Nickel, Craig Parkinson and others from the Wednesday team..

The actual gate is being restored in the traverser pit due to its size and insufficient room in the workshop. Alan Lark, Warren and Terry are working on this part of the project.

This gate came from the Gladesville swing bridge where it blocked tram and road traffic when the bridge opened. Once installed will give the western end of Cross Street a more complete Federation look. It also puts another one of our historical items back on display.

Overhead

New trolley wire has been erected over the scissors crossover. Holes have been drilled in the south wall of the Workshop Building for three additional rosettes to partly support the Cross Street overhead.

Preparation for the wiring of Cross Street is proceeding with the completion of a special overhead wiring crossing assembly which has been manufactured by the workshop team. Rod Burling and Frank Cuddy were involved in this project.

We don't quite have enough grooved wire to complete Cross Street in one run so we are now urgently sourcing the purchase of sufficient wire to complete the work.

Some heavy pruning has been carried out along the edge of the picnic area to clear obstructions for the erection of the span wires.

New arrival

P 1729 arrived from the Canberra Tradesmans Club on 6 February being unloaded from Mario's low loader down a hastily assembled ramp in the street. To make room for it undercover PR1 car 1573 left the site for temporary storage

under tarpaulins at Mario's property in western Sydney. The ramp was then removed.

Sydney D 117

D Car 117 is progressing well. Geoff Spaulding and Rod Burling fitted the new roof ribs to the curved roof ends over both driver's positions. They then began the tedious and exacting task of fitting the roof boards over the roof ends.

The roof boards are just under 60mm wide and have ship-lapped edges to lock into each other and are straight forward to lay on the main roof which only curves one way. However, as the roof ends are curved in both the horizontal and vertical planes, the boards over the roof ends have to be tapered like the staves in a wooden keg and have to be steam bent to retain a curved shape.

The short boards between the ends of the clerestory section of the roof and the roof ends were carefully measured, tapered, the edges were routed to provide the ship-lap edge then steamed and clamped to a purpose made former.

The steam was produced by a electric copper with an inverted cone shaped collector on top. The ends of the boards to be curved were placed through the top and the gaps were filled with old towels. It has been likened to a bootlegger's whiskey still. Anyone less than 40 years old may not know what a copper is/was. In the past, before washing machines, every house had a laundry with either a gas or an electric copper to boil the dirty clothes using flaked soap with frequent stirring with a heavy wooden stick. After the lady of the house judged that the clothes had been boiled for long enough, they were lifted out with the stick into a double concrete tub for rinsing and to be run through a hand cranked wringer before being hung out to dry.

Ballarat 37

Ballarat 37 has had the underfloor electrics removed and repaired and will be reinstalled once the underframe is cleaned with the steam cleaner. The truck overhaul is proceeding under the leadership of Mick Duncan with one truck reassembled.

Warren has turned four new bushes to replace the totally worn ones on the cars No.1 22E truck side bearers. They are a good interference fit and the spring pillars were skimmed in the lathe and are also a good fit. This should help to improve the riding quality of 37.

Vic, Mick., Alan Watson, Ian and Rainer have cleaned the brake rigging and Craig steam cleaned the frame. It beats scraping it!

Work will slow down on 37 due to the imminent arrival of another project which will take precedence for the next few months.

Other car news

C 29 has had a defective air compressor governor repaired. The varnishing and painting of the interior of O/P1089 is continuing and traffic cars have been serviced and inspected on an on-going basis.

Road and other vehicles

Bus 2619 has had all the structural repairs completed and is now being completely stripped of all paintwork in readiness for a complete repaint. Craig Parkinson is leading the team of Vic Solomons, Bob Cooper and others, assisted by one of our CSO workers, Dave Herbert.

Once completed this bus will be one of the most thoroughly restored buses in preservation.

The museum recently acquired three more tramway replacement buses which are now stored at the Old Site. These are Leyland first series underfloor 2788, AEC double-

decker 1995 and AEC second series underfloor 344? They were donated by a bus collector from Terry Hills who had to vacate his property.

Our CSO motor mechanic has now completed his time during which he made our newer diesel air compressor operational and fitted new oil seals to the diesel engine out of the old compressor which has since been scrapped. That engine is earmarked to go into the track tamping machine when time permits to replace the electric motor which was never really successful.

Wiring has been completed on the yellow forklift and the hydraulic ram for the Daihatsu tip truck has been re-installed after overhaul off site.

NSW Fire Brigade exercise at Loftus

On Saturday, 27 March the Museum was host to a team of firemen from the NSW Fire Brigade, Engadine Station who had arranged with the Museum to undertake an exercise using one of our trams. The exercise was to simulate a rescue of a person trapped under a rail-based vehicle so consequently 42s, our recently restored ballast motor, was selected as the closest available to a rail carriage or wagon.

42s was placed on the open ballasted track on the north side of Pitt Street to closely represent the rail track that they were likely to encounter in a rescue situation. Using an air-operated 30 tonne capacity jack, the truck was lifted a few centimetres off the rails with one of the fire crew, the simulated casualty, being removed from under the truck.

A further exercise was undertaken using air-bags that were able to lift the body of 42s approximately ten centimetres above the track, giving enough space to free a person trapped.

With his railway background, Workshop Manager Bill Parkinson was able to provide some insight into problems that the crew might encounter with the lifting of a coal wagon or passenger carriage should such an unfortunate event occur.

The exercise was undertaken with all safety precautions in place. The electrical power was removed from 42s while the hand brakes were applied. In addition, the NSWFB crew chocked the vehicle to prevent any untoward movement. As well as Bill Parkinson, Bill Denham and Bob Cooper assisted with the exercise.

The NSWFB crew were extremely pleased with the exercise that gave them some experience of a rescue situation that could quite easily occur whilst the Museum was pleased to assist with provision of a tram.

O 957 versus 141s (also known as O 1030)

Recently a petition was circulated mainly among members of the traffic staff that O Breakdown car 141s be converted back to its passenger form so a coupled set of O cars can be run for the fiftieth anniversary of the closure of the Sydney system. This sounds like a quick and simple solution to give gratification to the enthusiasts.

However, things are not as simple as they may seem. 141s spent a number of years in open storage at Randwick Workshops before being moved to the old National Park site. Due to a lack of shed space 141s and Brisbane 180 were stored in the open in the old substation yard. They eventually went under cover several years later when the A and B Road extension was built on the western side of the original shed.

141s again went into open storage in the side yard for several more years when three trams stored in the No.3 Roundhouse at Enfield Locomotive Depot had to be removed at short notice. It finally received covered storage when the first batch of cars were transferred to the new Loftus site in 1980.

The result of this is that there are several sections of the roof that are rotten. This would have to be repaired before the car could even be considered suitable for public operation. This requires the complete stripping of the roof down to the bare boards. Even the roof boards on the raised section of roof over the centre compartments would have to come off so that the rotted curved packers on top of the ribs can be replaced. The timbers supporting the curved roof ends over both cabs need replacing.

The roof would then have to be re-canvassed and all the trolley base supports, hooks, roof cabling, new fascias, roof steps, destination boxes and advertisement brackets repaired and re-fitted.

Most of that work has already been done to 957. It has been repaired and re-canvassed. The steam bent new fascias are on hand to be fitted and the roof work is at least 80% complete.

When 1030 was converted for breakdown use, the three back to back seats in the centre compartments were removed. Concealed within each of these seats were the pairs of crossed body tensioning rods. To compensate for this new timber cross bracing was fitted to both sides of the interior before the cupboards and shelving were installed. Until we dismantle everything we won't know whether the added bracing timbers were fitted around the original posts or were half jointed into them. If this is the case then the affected posts would need to be removed for repair or replacement.

Car 957 already has its full complement of seats and tie rods. Both cars need the fitting of doors and door mechanisms and interior fittings, handrails, etc.

But wait, I hear you say, O141s is fully operational. While that is true, its VIR insulated wiring is nearly 100 years old and none of the electrical equipment has been overhauled. It might last another 50 years in traffic or 50 minutes. Its long term reliability is unknown while 957 will have all new wiring and air piping with the already fully overhauled electrical components.

In conclusion, the work on 957 is well advanced while that on 141s hasn't even started and will be far more extensive than most people seem to think. Once prior projects are out of the way, 957 can be brought into the Workshop for completion. The bogies from 141s could be borrowed if the engineering work falls behind the other work. This is the most realistic way to achieve the result that we all want.

For those people not satisfied with the rate of progress there are two ways to help. One is roll up your sleeves and come and help and the other is to contribute financially to the projects. Any training needed will gladly be provided. So how about it? Are you prepared to help?

(This item was submitted by a shareholding member who is NOT a board member – Ed.)

Miscellaneous

The Workshop is in urgent need of a supply of clean rags. Old cotton bed linen and undergarments are ideal for this purpose. If you have anything suitable, please deliver them to Bill Parkinson or Mike Duncan in the workshop.

Hayden Holmes has donated a new medium size industrial vacuum cleaner to the museum. This vacuum cleaner is a wet / dry model and will be easier to get into and out of the trams.

Ongoing matters in the pipeline from our Chairman, Howard Clark

Some members have recently pointed out that *SPER News* mainly contains details of past happenings and not ongoing matters dealt with or being considered by the Board. In an effort to respond to these remarks, the following matters,

additional to those reported by other contributors, may be of interest to members.

YMCA Building

Regrettably, due primarily to funding issues, the Board cannot provide a completion date for this building. Over the last five years, we have applied on four occasions for Grant assistance under various Government funding programs without success. It is clear that if our Museum was situated in a regional area away from the Sydney metropolitan area, there may have been a greater opportunity for success.

As reported elsewhere works in building fire walls separating the building from the Display Hall are progressing, and Geoff Olsen has been progressively installing electrical works to the upper floors.

Until on-site track works are finished, there is insufficient manpower and opportunity to carry out the concreting of the ground floor after conduits and mesh have been installed. For instance the cost of just one shop front is around \$15,000 and we need four in the stone façade area alone.

Our engineering advice is to work towards a sealing up of the ground and first floor areas with temporary walls on the northern end of the façade section, so these areas can be developed for use as retail and a display area extension in due course. The upper two floors for archive storage and educational needs, will have to await a source of funding and provision of a lift.

Display Hall Roof

Works are expected to occur within the next month, which will see replacement of the remaining old fibre glass roof panels at a cost of around \$11,000, with new material. Two members have contributed \$8,000 towards this cost, so extra gifts for this project are needed.

Railway Square waiting shed

Rod Burland has finished fashioning one of the new Eastern side pillars. He has been busy on other jobs in the workshop, particularly on D 117, however, once the track work in front of the shed is finished it will be easier to finish fashioning the remaining pillar and assembling the underlying roof framework on the ground, ready for a jacking up of the roof and a major lift into place.

Sutherland extension

It is pleasing to advise that the planning section of Sutherland Council have our long term plans, drawn up about twenty years ago, still in their documentation.

Due to recent development activity, with construction of a new retail and residential precinct on the corner of President Avenue and Old Princes Highway, we were given the opportunity to meet with officers of the Council. The old concept plan for the terminus area, adjacent to the former steam tram ticket office, near Boyle Street at Sutherland, at that time envisaged a double track tram terminus, including scissors crossover, which took the terminal tracks to Boyle Lane, almost adjacent to Sutherland railway station, opposite Boyle's Hotel.

With current traffic congestion in the area and recent planning requirements to include bicycle lanes within the roadway area, in addition to parking, our proposed terminus layout was not regarded as practical, particularly as our Museum had little source of funding such a venture.

It was put to the three board representatives present that Council would support a prospective single line terminus and track in front of the old ticket office, just as we have at RNP. This would mean that the proposed loop at our existing north terminus was our last crossing point, and the northern area beyond would incorporate a segregated western tram line

absorbing current parking spots in the area leading to the old ticket office. This was accepted as a realistic future objective, with knowledge on all sides that any track extension was not achievable in the short term without a genuine funding source.

New south shed

This has been a long drawn out saga, going back at least three years. Our original Development Application (DA) was required to be withdrawn, as otherwise Council would have rejected or application and no refund would have been obtained. The principal objections to our original DA, related to the three pine trees in the vicinity of the proposed building, so called intrusion in one corner into the highway bank and other lesser factors, including an arborist report dealing with all trees in the vicinity, and a landscaper report, plus anti-graffiti plans.

Our long standing civil engineer, Alan Wright, was engaged to draft a replacement DA, and before that can be submitted it was necessary to pay \$389 to Council to facilitate a preliminary discussion meeting to run through the overall scope of our proposals. In order to avoid the trees and the road earth embankment, the building has been moved further north.

The disadvantage of this plan is that the building has been reduced in length to 36 metres and 7 metres wide, instead of the original planned width of 11 metres, meaning we will now only have room for two tracks, instead of the original three, thus reducing capacity.

Alan, two directors and a landscaper attended the preliminary meeting, where various landscaping, anti graffiti screen plantings and other matters were discussed. Concern for the proximity of the 100 year old pines was also raised and a report from an expert dealing with this was suggested, along with acknowledging the heritage value of the old Loftus signal box on the other side of the railway further north, and illustrating the visual impact of our proposed building on the horizon behind. Clearly we still have a way to go to see this project approved and underway.

Tradesmens Union Club, Canberra

Much behind the scenes hard work on behalf of the Sydney Tramway Museum has taken place, in Canberra, to ensure that both P car 1729 and C car 37 have been secured on behalf of the Museum, rather than be cut up, sold and possibly lost forever, and we have to record our great gratitude to the effort, unknown financial support and goodwill demonstrated on our behalf by our local Canberra benefactor without whom this would have not occurred.

P car 1729 was previously delivered to Loftus from the Club, and PR1 1573 was sent for temporary outside storage, under tarpaulins, at Mario's yard, until our new south shed is erected. At the time, this exchange was the simplest method of effecting the transfer, at very short notice.

C car 37 left the Club on 19 April, and arrived at Loftus on 21 April 2010. It will now be restored to operational order, which puts it in a class of its own, as the last time it operated as an electric tram was in 1924! Our Board had previously agreed to the provision of a 4-wheel car under lease to Christchurch Tramway, as part of their need for additional motor cars to cater for the extensions due to commence from June 2011.

Fortuitously, 37 came on the scene unexpectedly, which in one sense has now thrown our workshop schedule into chaos, however this provides scope for us to restore and deliver an operating tram in a short period, which will generate revenue for our Museum, under a minimum lease period of 7 years, and also provide cash flow for our other restoration activities.

The opportunity for C 37 to be restored and to operate in Christchurch is unique, and will in the future further enhance the relationship we already enjoy with both Christchurch Tramway and Tramway Museum Society, Ferrymead.

There are some who have disputed the need to send a 110 year old tram to New Zealand, and feel it should remain in Australia. The reality is, that at very short notice, both C 37 and P 1729, were rescued due to intervention by a key person on our behalf, when, at worst, it was possible both cars, along with R 1806, were potentially destined to be cut up for scrap, under arrangements for 'modernising' a commercial undertaking. In essence, C 37, and for that matter 1729, were not expected, as late as 2009, to be leaving the safe environs of the Club for many years.

Furthermore, the Museum already has identical sister cars 29 and 33, along with other class members, from different builders, of restored car C 290 and unrestored C 12, whilst the Power House Museum has C car 11 and C car 95 is also preserved at the Illawarra Light Railway Museum at Albion Park.

Royal National Park line

Some time ago a quantity of concrete sleepers was delivered for installation on the line, particularly in the area of 'Phantom Junction', where there is a noticeable rumble under the tram and kink in the track going back to the days of electric trains on the line. Danny Adamopoulos has met with Railcorp contractors, John Holland, who use our north terminus space, and we expect that they will carry out works in the forthcoming months to see installation of sleepers and a track upgrade in this area.

Trams offsite

For sometime now, we have been expecting a requirement to move cars currently stored at Preston workshops, namely W7 1036, Y1 611 and K scrubber 11W to other storage. So far this has not happened, however arrangements have been made to transport and store 11W and 1036 at Mario's yard, under tarpaulins, with PR1 1573, until our new south shed has been erected. (611 will go to Bendigo for refurbishment and painting, thanks to Bruce Worthington.) The tarps for these cars have already been purchased. Milan 1692 and Berlin 3007 remain at Hawthorn and whilst a lease for secure undercover storage in the Melbourne area was secured some two years ago, this agreement is due to expire within the next six months, so alternative storage for these two cars is now on the agenda as renewal of the current deal is unlikely.

Trams at Glenreagh

Recently, due to local issues and problems in securing ITSRR accreditation, we were given notice that the trams on loan there, notably W2 392 and W5 792, along with W2 447 ex Tradies Club, Canberra, plus equipment provided or facilitated by the Sydney Tramway Museum would need to be moved elsewhere, as it was unlikely the GMR would wish to pursue a tramway activity at Glenreagh.

Accordingly, at GMR instigation, discussions were held with the Tweed Rail Heritage group for possible transfer of the cars to Byron Bay for possible tourist use there. It seems, regrettably, that this approach may have been premature as many issues need to be resolved beforehand, so at time of writing there remains uncertainty as to what the potential outcome will be.

Trams at Rozelle

This is a long ongoing saga. With assistance from Chris O'Sullivan of the CityTram Association, we have provided input to Sydney City Council staff and advisers, along with fielding many questions from media and other sources

concerning the history, potential use and value of the six corridor car bodies located there. Whilst technically, the ownership, but not possession, was ceded to our Museum by the City Council of five cars (not 2050) many years ago, the cars there have remained a 'political football' ever since.

Latest consultant recommendations suggest that three ex Rozelle cars, R 1753, R1 1995 and 2050 should remain on site as part of a proposed housing and other use redevelopment of the site, without reference to the other cars or the old Mk 2 underfloor bus body on the site. The other three bodies there, R 1923, R1s 1943 and 1993, whilst badly vandalised, can, if available, be removed to our old RNP shed for storage, so long as terms for transport costs and removal can be agreed. Should this occur, with recent extra bus storage at the old site, that shed will become full of inoperable bodies.

Volunteers – A reminder

In recent weeks there has been much debate amongst some members and friends about a number of issues, ranging from restoration priorities to safety issues. Many, including myself, have been drawn into these matters, generally by email, which have sometimes become acrimonious.

In addition there has also been a veiled criticism of some of our younger members, which of course is not healthy if we older members are really serious about ensuring that our hard work and legacy in developing our wonderful museum is passed on safely to a responsible younger generation.

There also remains an acute danger that some of our valued volunteer contributors to our overall general interest will 'walk away', if they become the recipients of emotional outbursts and unwarranted abuse, from persons with apparent authority, over matters that may not be life threatening, when perhaps a mature restrained attitude would suffice.

This is a serious matter, as if we are not mindful, individual personality issues can bring down all of our past hard work and good deeds to the overall detriment of our society. Therefore, I am reminding us all, first and foremost, that we are all volunteers intent on working to enhance our common goals and purpose above all, before allowing individual personality issues to destroy the custodianship of the heritage we all have sought to preserve and treasure.

Track matters

Various pressures have been placed upon our small track replacement team, who have really worked wonders in recent times to achieve the quality and level of work in the area near the Railway Square waiting shed, given their resources, in a relatively short time. This work has utilised the grooved bolt on check rail donated to us some years ago by the Power House Museum for the eastern track, and the re-use of some existing grooved rail. Due to stolen ex Bondi Junction grooved rail the western track will now need to be completed using the old Sydney system utilising a second check rail, as we no longer have grooved rail of reasonable quality to use.

The tracks south of the waiting shed will merge into one before connecting to the depot main points, which will be rebuilt as a matter of urgency, once other works in the vicinity are completed.

At the north end of the Pitt Street crossing, on the curve where the current double track will merge, a reverse crossover will be installed to allow for a short stub track standing road. In due course this road can be extended as double track beyond the northern side of the TAFE crossing, where provision for double track is already in concrete.

Contributors to this issue

Bill Parkinson, Mike Giddey, David Critchley, Mick Duncan, David Rawlings.

The following Checklist for Drivers/Observers is to be used on the first run of the day for both the Sutherland and National Park lines from 1st May 2010.

Whilst the checks have not been put into writing before, the checklist now formalises what has always been done by the drivers and observers in the past. It has now been developed as ITSRR has required us to formally produce the checklist for drivers and observers (A finding from part of our last audit).

The checklist will also be displayed in the Traffic Office.

Once the current stock of Starter's Journals has been used up a new version will be printed and used and drivers will be required to complete the top section of the Journal.

David Rawlings
Rail Safety Manager

CHECKLIST FOR DRIVERS/OBSERVERS ON THE FIRST RUN OF THE DAY

These checks are to be undertaken by the driver and observer (if applicable) on the FIRST trip of the day to both the Sutherland and Royal National Park termini. The checks are:

- 1) Overhead:
 - a) There are no obstructions hanging from the overhead (e.g. tree branches, etc);
 - b) There are no apparent loose wires or fittings;
 - c) There is nothing touching the overhead wires (e.g. tree branches, etc);
 - d) The overhead wire does not look misaligned; and
 - e) There is no apparent damage to overhead wire or fittings.

- 2) Track:
 - a) There are no obstructions on or near the track that could be hit by tramcars;
 - b) There are no apparent broken rails;
 - c) There are no apparent "kinks", "dips" or "spreads" in the track;
 - d) All points, that the tram operates over, are operating correctly;
 - e) There are no obstructions at the point blades; and
 - f) There is nothing in the "4 foot" that could damage the tram if it was hit.

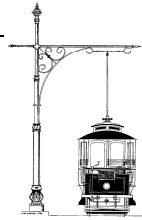
- 3) Infrastructure:
 - a) There is no apparent damage to any signage;
 - b) There are no apparent missing signs;
 - c) All of the Princes Highway level crossing lights are working;
 - d) The span poles look OK;
 - e) The level crossings are clear of debris;
 - f) There are no washaways;
 - g) There are no fallen trees close to the tracks;
 - h) The RNP station platform is clear of any obstructions (e.g. fallen trees, etc.); and
 - i) Check any speed restriction signs have NOT been damaged or removed.

Results of the inspection trips are to be reported to the OIC on the return to the Museum site for inclusion on the Starters Journal (STM6019 – latest version to be released soon).

As the problems may not be picked up from the first trip, or may develop during the day, drivers and observers need to keep a lookout for the above issues throughout the Traffic day and report any apparent or suspected defects.

Any problems MUST be reported to the OIC and an Occurrence report (STM6033) raised.

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

17 April 2010

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 will have a particular project you may wish to assist with, and as noted there are many varied projects which need additional funds.

If you are in a position to assist with a gift, it will be greatly appreciated at this time. Please indicate your preferences in the space provided below.

Thank you.

Kind Regards,
Yours Sincerely,

Howard R. Clark OAM
Chairman



Name: Membership Number:

Address:

Please find enclosed my cheque / money order for \$.....payable to Tramway Museum Fund, or please debit my credit card with the sum of \$.....

Card No:

Name on Card: Expiry date:...../.....

Signature:

Preferred Project (s):

New shed / Track concreting / Roof fibre glass replacement / YMCA fitout

Tramcar restoration: O 957 / O/P 1089 / D 117 / Launceston 14 / P1729 / C 37 / Transport

Other project:

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

Shareholders Annual General Meeting 21 August 2010

Traffic meeting

The next meeting for Traffic staff is scheduled for Saturday 21 August at 11:00am. We would like to have as many traffic staff as possible at the meeting as the Annual General Meeting is in the afternoon. Please send any agenda items to Ian Saxon (email to: ian.saxon@bigpond.com) or 87 The Esplanade, Oak Flats 2529).

Welcome aboard

We welcome the following new Friends to our ranks:

2719	Sessions, Cory C.	Helensburgh NSW
2720	Sessions, Lindsay	Helensburgh NSW
2721	Sessions, Deborah	Helensburgh NSW
2722	Sessions, Brett	Helensburgh NSW
2723	Taseski, Peter	Menai NSW
2724	Taseski, Angela	Menai NSW
2725	Taseski, Georgina	Menai NSW

Track relaying work

Work has continued on the track re-laying works between Cross Street and the isolated section of the western track in front of the Railway Square Waiting Shed. This section consists of a gentle reverse curve to allow for the wider track centres in front of the waiting shed. The road bed was excavated mainly by hand, the old 60lb running rails were replaced with 71lb T rails and the former running rails were de-scaled and recycled as check rails.

Further T section steel sleepers were obtained by cutting up more steel beams from the Enfield water tower. The rail joints were welded, the track was aligned and welded to gauge and then the check rails were installed. It is now connected to the grooved rail laid earlier in front of the waiting shed.

Concurrently with this work, trenches were dug by hand to bury conduits and a 50mm PVC water pipe beside the eastern track and the highway fence.

The Cross Street track drain was cleared of years of sediment.

The '4-foot' of the western track and the '6-foot' has been concreted for about 14 metres south of Cross Street as well as part of the highway side of the eastern track.

On 11 June, 42s and the No.2 forklift were used to clear old rails along the highway side bank south of the waiting shed for future excavation of a trench to extend the conduits and the water pipe. Part of that trench approaching Depot Junction is being excavated by hand due to the presence of live underground cables. The track drain at that location is also being cleaned out.

A pair of ex-Melbourne right hand cast point blade units have been moved onto stands in front of the waiting shed and are being prepared for the re-construction of the depot junction points. These points are now clipped and the lever has been removed for fitting to the replacement blade units.

The small gap between the existing tarred surface at the Cross Street corner and the newly concreted western track has been filled with compacted cold mix tar.

Main line trackwork

On 24 and 25 May, Austrack took possession of the National Park line to correct part of a curve at the site of the original Rawson Avenue level crossing which was subject to distortion during hot weather. They removed about 50mm from both rails, pulled them together with hydraulic rams and thermit welded the joints. The opportunity was taken to replace a short length of both rails at this location that had been scored many years ago by a locomotive's wheels slipping while not moving. This gave the location its nickname of Phantom Junction as when a tram ran over it, it sounded like it was passing over a set of points. Four joints were thermit welded, twenty two concrete sleepers were installed and the ballast re-tamped.

On 5 June the track gang replaced some sleepers and installed tie bars at the top of 'Army Hill' to correct an over gauge problem.

Overhead

On 10 April another hole was drilled through the thick brickwork of the workshop's southern wall for installation of a fourth rosette to support the Cross Street overhead when it is erected.

New grooved wire was erected from the Workshop extension door to a new frog pan over the Road 4 points. This has been done as part of the Cross Street wiring project.

Works report

The Sydney Municipal Council light poles have been sealed where the poles enter the tops of the cast iron bases to stop water entry.

On 17 April a ramp was set up in the street to unload C37 from Canberra on 21 April and it was removed on 1 May.

A concrete footing was poured for the ex-Gladesville Bridge gate post and the gate was erected on 1 May to replace the pipe and chain wire gates. A second shorter gate of matching style was made by our Wednesday team and erected to fill the remaining gap.

On 15 May a semi arrived from Bendigo. We unloaded the spare O bogie that was sent there for a proposed overhaul that did not proceed, the spare Milan bogie, a Melbourne No.15 with motors and a further one without motors. There were also two pallets of wooden street paving blocks, ex Preston Workshops courtesy of Victrack and a reel of trolley wire and some overhead frogs kindly made available for purchase by Yarra Trams. Thanks are due to Bendigo Tramways for arranging transport first from Preston and Docklands to Bendigo for consolidation of the load for delivery to Loftus. There are still two pairs of No.15 motored bogies donated by Victrack at Newport to be collected which are earmarked for eventual restoration of Sydney cars. There is also a set of our motored No.1 trucks, located at Preston which were originally under R 1808 to collect in the near future, plus a trolley pole and base fitted to Berlin 3007, before it was fitted with its original pantograph.

Andy McDonald, Ian McCowan and Katie Strancar have been busy maintaining the grounds to a high standard.

Sydney D class 117

The installation of roof boards including tapering and steam bending the ends over the curved roof canopies has been completed. The boards have been sanded to remove any ridges that would show through the canvas covering. The drip rails along the roof edges and the protective rubbing timbers along the saloon sides have also been installed. Work has now been transferred to C37 for the time being.

Ballarat 37

On 7 April the first Brill 22E truck frame was placed back on its wheels and the brake rigging was re-installed. The traction motor for that bogie has been overhauled but will not be placed back in the bogie for a while as both bogies for this car are now stored on the flatcar to make room for work on Sydney C 37. The king pin sliding radial block assemblies from both bogies have been removed to go to an engineering company for re-building to specification as they are badly worn.

Sydney C class 37

Sydney C37 entered the workshop Road 10 on 24 April. Rod Burland commenced work stripping out false floors and furniture installed when used as a diner in the club in Canberra. To enable side panels to be removed for inspection of side frames and ribs the original seats and internal bulkheads were removed and stored in a convenient out of the way location above the toilet block in the workshop.

Bolts can be seen on the roof to which the supports for the long gone side mounted trolley pole were attached. The car was originally fitted with side mounted poles for its early electric operations at North Sydney.

Geoff Spaulding has now transferred his work on D 117 to this car to concentrate on replacing or repairing some damaged or rotten timber in the side panel framing, corner posts and underframe. The open end platform has been dismantled so that bearers and floor boards can be replaced. Recycled timber for this work has been purchased and delivered from Australian Ironwood at Lilyfield and our joiner, Ross Traeger is laminating replacement timber side panelling for one side of the car, whilst the originals will be repaired as necessary and replaced.

Frank Cuddy has renovated a K10 controller for the car and is working on the second one.

Two W3 wheel sets with motors and gear cases attached were brought into the workshop and have been dismantled by the workshop team for cleaning. The wheel sets have gone to a contractor at Unanderra for machining to modify the journals to fit the Peckham axle boxes, to re-profile the wheel treads and to clean up pits in the suspension bearing running surfaces.

The first MV101AZ motor was dismantled on 9 June and the body was lifted off the truck on 26 June.

Sydney O class 1111

O-1111 was placed into Road 8 on 24 April for its third external repaint in museum ownership. It has been necessary to replace some of the damaged or rotten D mould on the roof gutter rail line. This has been done by Rod Burland from surplus timber purchased long ago for O 957.

Road and other vehicles

Our AEC Matador recovery vehicle suffered an engine seizure when a long broken piston ring jammed one cylinder. The engine has been removed and a replacement engine is being prepared for re-installation. As these vehicles seem to be built around the engine, removal is no simple matter and necessitated removal of the front bumper (three tram axles welded together), the radiator and the whole front end. Even then it was a delicate extraction procedure. They definitely

were not designed for easy maintenance, a feature of many British products. The whole vehicle was lifted on the four electric screw jacks and steam cleaned thoroughly while the engine bay was empty.

AEC double deck bus 2619 has had continuing paint removal work to prepare it for a complete repaint.

No 3 forklift is nearing the completion of an extensive overhaul and has been re-painted and fitted with roof sheeting where none existed before.

A fourth forklift has been donated by one of the principals of Caringbah Towing, to whom we are grateful. It is a small Hyster and it is in reasonably good and repairable condition in spite of having been in open storage for some years. No. 1 forklift is leaking oil badly and the replacement unit is considered a better proposition to repair than No1. The No. 1 forklift has survived as long as it has because it was small enough to get into spaces that the larger units could not access.

Trams at Rozelle

There is little to report at present, except that a representative of the Sydney City Council has been in contact and efforts are to be made to set up a working committee, comprising Council and Harness Racing representatives, along with Howard Clark and Danny Adamopolous from the STM and Chris O'Sullivan of the CityTram Association to discuss various options for the future protection and preservation of the six R and R1 bodies at Rozelle.

Glenreagh Mountain Railway

We have been given notice by the Glenreagh Mountain Railway that they no longer wish to have a tram division and the three trams there need to be removed. This is a rather disappointing outcome given the financial and other support afforded to GMR about five years ago. We well understand that GMR no longer have accreditation from ITSRR for any form of rail operation there. As such it is not possible for the trams on rail to be moved for transport elsewhere. Richard Clarke is currently exploring potential options to facilitate removal.

Melbourne W7 1036 and Y1 611

These trams recently arrived in Bendigo from Preston, and are temporarily stored in the Gasworks depot there, courtesy of Bendigo Tramways, although 1036 will need to be moved to other storage in the short term.

Launceston 14

During a visit on Wednesday 23 June, works were well underway on fitting the overhauled Brill 21E truck to the car, after some last minute adjustments to top chord of the standard gauge truck, to clear some minor obstacles on the steel underframe.

Sydney P class 1729

Warrington Cameron visited from Canberra on 30 June and spent most of the day descaling rust from the underframe and applying a coat of metal primer thereto.

Breakfast Torque

Each year, Sutherland Council run a motor cycle awareness and safety festival at the Oval opposite our old site shed. This year, on the last weekend in October we have been requested by Council to provide an early morning Sunday shuttle service from our Pitt Street gate, to cater for visitors parking nearby at the cycle track parking area. Details are still being worked out with Council.

Public liability insurance

Our school holiday operations are important at this time of year to assist in providing the additional cash flow needed to meet the almost \$20,000 bill expected to be received towards the end of the month. Thanks are due to our traffic staff for their extra efforts at this time.

Tramway caps

Tramway caps in the SPER uniform brown can be ordered through Peter McCallum. Since the Sydney suppliers closed their doors, these have been sourced from New Zealand. The freight cost varies with the size of each batch, but recent landed costs have been around \$90 per cap. The caps are made to measure. Peter has a measuring tape whenever at the Museum but can advise enquirers of the correct measuring procedure by telephone, 9387 3626 or 0408 938 747.

Our Tiger roams north

It is now 60 years since the closure of the once extensive electric tramway system in Newcastle. The last line to close was to the suburb of Waratah and the final trip was operated by LP car 147 in the early hours of Sunday 11 June, 1950. Several young tramway enthusiasts who were later to establish the Sydney Tramway Museum were among the passengers on this historic journey.

To mark the anniversary, the Newcastle division of the Australian Railway Historical Society requested the Society's Leyland motor bus No. 275 to tour over the former routes. Our Leyland Tiger omnibus was prepared and driven to Newcastle on Tuesday 22 June to be in place to undertake this historic journey.

Saturday 26th saw this vehicle with a full seated load depart Newcastle station at 10:10am in the capable hands of museum members Ken Butt and Dennis O'Brien with Liam Brundle as conductor, for a most enjoyable trip. The tour covered all of the former electric lines with a lunch break at Mayfield. Part of the reserve track formation on the Wallsend line near Jesmond, now converted to a walking / cycle track, was traversed by the more hardy passengers.

The trip concluded at Newcastle station at 4:00pm leaving ample time for some of the patrons to catch the 4:32pm service back to Sydney.

On Sunday morning the tour was repeated, this time with museum members Craig Parkinson, Dennis O'Brien and Liam Brundle manning the bus. Our vehicle attracted attention wherever it went, including Gordon Avenue bus depot, which still retains some features of the former tram depot.

At the conclusion of this tour No. 275 was driven back to Loftus to conclude a most successful special hiring.

Thomas Edwin James (Ted) Davies 1929-2010

On 7 May 2010, the railway and tramway movement lost a truly unique person, when Ted Davies passed away, after a period in hospital.

Ted was one of the Museum's pioneers – Member No. 10. With his passing, there are now only three surviving members with membership numbers below Ted's, six with numbers below 20 and ten with numbers below 30.

Thomas Edwin Davies (or Ted as we all knew him) was born at Lithgow on 22 September 1929. He was the only child of Henry (Harry) and Mary Davies. When the family eventually settled at 66 Griffiths Avenue, West Ryde, Ted attended West Ryde Public School and Hornsby Junior Technical School, which along with the Domestic Science School (on the opposite side of the Pacific Highway) catered for students for the three years that followed primary school. No doubt, Ted would have enjoyed the daily journey by train from West Ryde to Hornsby.

After completing the Intermediate Certificate, Ted gained employment as a Telegram Delivery Boy at West Ryde Post Office. He then gained a trade qualification, with luggage manufacturer Ford Sherington, the maker of Globite school cases. He also learned the associated leatherwork trade.

Ted was also an active railway modeller and the O gauge layout in his garage was quite a joy to see and operate.

But it was his love of trams that saw Ted apply for and gain employment with the Department of Road Transport and Tramways (DRTT). He was appointed as a Tram Conductor at Rozelle Depot in January 1951. Ted attended the Tramway Training School and qualified as an Acting Driver.

Ted remained at Rozelle until November 1958 (as an Acting Driver), when the George Street tramlines (or Red Lines) were converted to bus operation. He was loaned to other depots on an 'as required' basis.

While on loan to Dowling Street, Ted was doing a Cash to Bank run (where cash was taken in a corridor car to the local branch of the Bank of New South Wales). In lifting the heavy metal cash boxes, which would have been loaded with coins of all denominations, Ted injured his back.

With Rozelle Depot's closure, Ted attended the Bus Driver Training School and was appointed a Driver at Willoughby in early 1959. At the time, Willoughby had a mixture of pre- and post-war Leylands, as well as a variety of AEC and Leyland underfloors.

Ted immediately put in an application to transfer to Ryde, which came through during late 1960. During the 1960s, Ted mentioned that he had driven some pre-war buses at Willoughby until he went over to Ryde, which was an all-AEC depot.

Ted remained at Ryde until the mid 1980s, when the back problem that had its genesis in the 1950s, saw him placed on light duties. He then spent the remaining years as a runner at 99 Macquarie Street, until he finished up on 25 January 1991. His total service with the Department of Road Transport & Tramways / Department of Government Transport / Public Transport Commission / Urban Transit Authority and State Transit was 40 years and two weeks.

Ted Davies was not a goal setter and he was never fussed about things. But, he was a thoughtful and generous person, with a kind and gentle nature that was often taken advantage of.

– Col Gilbertson

The Late John Burgess Collection

Michael Ward is assisting John's wife Mary, with the disposal of railway and tramway items not wanted by family members. An invitation is extended to Members and Friends who may be interested in a range of railway and tramway books and videos to contact Michael by email at wardsont@bigpond.net.au for a list of available items. A copy of the list has been placed on the workshop notice board. The items will be sold on a 'first come' basis with half the proceeds going to John's wife and half to the Museum.

Sydney Vintage Tramway Festival 2011 – Time to step up to the plate!

2011 is a significant year for Sydney's trams. It marks 150 years of tramways in Sydney, along with the 50th Anniversary of the closure of Sydney's first generation tramway. Additionally, 2011 also marks the centenary of the opening of the Sutherland – Cronulla steam tramway, the tramway geographically closest to our own line. To commemorate these anniversaries, the Museum will be holding celebrations over the weekend of 26-27 February 2011. An organising team has been formed and is currently working on a number of ideas for the weekend Festival and

we will keep you informed of developments as they are confirmed. We hope, too, that there will be some 'firsts' and some surprises too.

It was realised early, however, that to make this Festival work successfully we need the support and assistance of *every* Museum Member and Friend. That means a 100% commitment both in the lead up to the Festival and during the Festival itself. There is a myriad of jobs that need to be undertaken in the next six or so months, far too numerous for the small group of regulars that turn up each week. Many of the jobs don't require much technical skill, most only require someone's labour and dedication. So I'm not just asking you if you can help? I'm asking what role you will play in the success of the 2011 Sydney Vintage Tramway Festival.

Here are just some of the many jobs that need to be completed before February:

Track work: The track work around Railway Square needs to be completed. Danny Adamopolous is overseeing this big job, but he needs your help. Track work is an ongoing job every Saturday. If you can lend some muscle, see Danny or Mike Giddey any Saturday.

Painting: Ian Hanson leads a small team repainting many of our operating Sydney trams, but much of the street furniture also needs attention. From post box to the signal box, from benches to waiting sheds all need a repaint, but there are too many jobs for this small team to complete. Some jobs, like the post box, will take a couple of hours, other maybe longer, but there is a job there for you no matter what time you can afford. Contact Ian now at ianhanson95@yahoo.com to volunteer your time.

Gardening: Summer should see the Museum in bloom; pots of colourful flowers, trimmed hedges and lush green lawns in Lakewood Park. Have you got a green thumb? Our groundskeepers need your help! Mulching, planting, trimming, fertilising and mowing; lets make the Museum and especially Lakewood Park 'bloomin' beautiful for February. Lakewood Park is not that much bigger than a suburban backyard, but we need you to make it pretty as a picture.

Display Hall: Our Display Hall is the jewel in our crown and it holds some of the most historically significant trams in Australia. Dust is a constant menace and the trams and displays need regular cleaning. Our efforts will need to increase, as we get closer to the February, to ensure that our jewel sparkles during the Festival. No supervision required, just a broom, some rags and a bucket of soapy water.

Cleaning: Every tram needs to look its best in February. Every operating tram will need to be cleaned by February. Even if a tram is on static display in February it will need to be cleaned. With more than 50 trams on site, cleaning can't wait until February 25. If every Member adopts one tram to clean and look after between now and February, the fleet will look it's best on Festival weekend. Send me an email now filanddavid183@yahoo.com.au and tell me which tram you will adopt. No supervision required, just a broom, some rags and a bit of elbow grease. I'm adopting Birney 11.

Maintenance: There are some major projects happening in the workshop now and there is also regular maintenance of tramcars. A small group of members currently undertaking both roles. Time spent on essential maintenance tasks means that restoration projects are put on hold. If you have a mechanical aptitude, then we need you! It goes without saying that every operable Sydney tram needs to pass inspection for the Festival and they must operate faultlessly

over that weekend. If you have any engineering or maintenance background then please see Bill Parkinson on any Saturday and ask how you can help. And remember our double decker bus! Craig Parkinson needs a few extra hands to complete this important project by February.

Advertising. One of the cheapest but most effective advertising is placing posters in Community Halls, Public Libraries, Shopping Centres and local Government Offices. The Museum has Members and Friends all over Sydney, in the Blue Mountains, Wollongong, the Central Coast, Newcastle and beyond; an army of advertisers and promoters! In the next month we will be developing an Event Poster and I would like everyone to help promote the Festival. If I can get everyone's email address I can send the poster out by email. Simply print the A4 poster and take copies to your local Shopping Centre, your local Community Notice Boards and your local Council Offices and help promote the Festival. To participate, send me your email now – filanddavid183@yahoo.com.au.

25 February 1961 Tramway Last Day Photos

Do you, or anyone you know have any photos of the last day or last week of Sydney's first generation tramway? We're looking for as many photos as possible for display during the February Weekend. If you have photos that we can use, please either scan them as a JPEG and email them to steamfra@internode.on.net or contact myself or Frank McQuade via the Museum and we will arrange to scan your photos and return them to you.

Can you organise a bus tour? One of the features of the weekend prior to 25 February 1961 was the final tours of Sydney's tramways. No private hirings or tours were permitted during the final week of tramway operation. Organising a bus tour of the former tramway routes was one of the most requested activities for the 50th Anniversary weekend, but it is beyond the scope of the 2011 Sydney Vintage Tramway Festival organising team. So if you have the energy and the drive to organise a bus tour during the weekend of 19-20 February please email David Critchley at filanddavid183@yahoo.com.au or on 02 9545 4406 to discuss your ideas.

Festival Weekend: The Organising Team is working hard to present the best ever Sydney Vintage Tramway Festival. If our ideas become reality, if our advertising campaign is successful, then we can expect big crowds during the weekend. So aside from operating trams, we will need Members and Friends to assist supervising in the display hall, bookshop and kiosk. We will need your help in Tramway Avenue and collecting entry fees at the main gate. We cannot ask a few people to remain all day at one task or duty, so we will need you to rotate through different roles. We also need you if you are trained in First Aid or if you can assist the elderly and less mobile. Mark the 26 and 27 February 2011 in your diary, because we're going to need you at the Museum that weekend.

Ladies and Gentlemen, this is **our** weekend, our opportunity to shine. It is our time to succeed and our opportunity to show Sydney that they have a world class Tramway Museum on their doorstep.

We want every Member and every Friend to be part of that success. That is why we need your 100% commitment, that is why we need you to volunteer your time regularly at the Museum now, during the next six months and on the Festival Weekend. I trust that I can rely on your support.

– David Critchley, Event Coordinator

SPER NEWS

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

PO Box 103 Sutherland NSW 1499

Editor: Robert Merchant

ANNUAL MEMBERS DAY – 4 DECEMBER 2010

Welcome aboard

We welcome the following new Friends to our ranks:

2726	Ray, Jeremy	Loftus NSW
2727	Veage, Stephanie E.	Miranda NSW
2728	Elder, Ian S.	Ashfield NSW
2729	Elder, Roy S.	Ashfield NSW
2730	Elder, Sunnie	Ashfield NSW

We also welcome the following new Shareholder to our ranks:

673 Reid, Bradley Collaroy Plateau NSW

Brad is transferring from our Friends ranks and, with more time on his hands, has joined our workforce.

Works report

Our community service team has continued to excavate the trench along the current depot points for storm water and storm water tank supply main, cutting back the western retaining wall near the depot points to make way for a new points lever and track drain.

The frog frame for the depot points has been fabricated to enable the running rails to be welded to it during the replacement, the new replacement points were primed and painted for all external surfaces, and additional welding was undertaken to strengthen the frame.

On 21 August 1.8 cubic metres of surplus concrete was received from Concrete and laid in the '4 foot' on the western track to complete another two linier metres of track.

Four 40 foot lengths of rail are being cleaned for use as the main running rails for the new depot points.

The storm water tank 50mm main, and the 63mm feeder conduit were run into the dug out trench under the track drain at the depot points, and the opportunity was taken to also install some spare conduits for future use.

Work continues on the railway square waiting shed, the new timber posts have been profiled and are ready for installation. They will be erected once the new cross beams have been machined and shaped, as they are mortised jointed together.

A track panel was installed in the missing section from track from the end of the new concreted eastern track the existing eastern track heading up towards depot junction. Five new sleepers where inserted and 80 pound rail was cut to fit the gaps. The rail was gauged and spiked down, ballast was applied to pack and level the new rail. The section of track was checked and signed of later in the week by the Chief engineer as fit for temporary use.

On 25 September fencing contractors supplied by John Holland installed a security fence around our northern compound. The site is now fully enclosed by perimeter fencing. Four new gates have been installed and new locks applied.

Timber and other construction materials where brought back to the main Loftus site from the northern compound following the site being handed back from John Hollands.

Reinforcing mesh has been applied around the drain pit and surrounding area. This area is now ready for concreting.

The new Loftus Oval platform construction began with the fabrication of the platform panels in the depot. Each panel is 2.4 metres long and it vertical beam 700mm long to be encased in concrete

Four panels where constructed using treated CCA pine sleepers and secured with M12 Galvanized bolts. The first panel

was erected in the Royal National Park to allow the concrete to cure and be the reference point for all the following panels.

Full track possession was undertaken on 2 October on the Royal National Park line to allow installation of the remaining prefabricated platform face sections for the new platform.

A two man post hole driller with 280mm drill was hired to help drill the remaining eight holes required. The platform face has been concreted into place and platform clearances have been checked against our H car, the widest tram in the fleet. The platform is 17 metres in length, long enough to allow passengers and crew to safely exit the largest single tram in the fleet from its two end doors.

Work remaining to be undertaken are the ramp faces and drainage pipe installations to carry the water through as the gully will be blocked when the back fill is applied.

Overhead work

Work on Cross Street overhead continues. The behind the scenes work has allowed several bridle span wire sections to be completed and are hanging on the fence next to the top shed for those who may be interested. They will be erected in the near future.

Our Chief Engineer has decided that the section insulator manufactured for Cross Street is not required and that in due course the section insulator located on the depot main line at the platform will be removed also. It is safer to lock out the traction power totally as the section insulators can be bridged accidentally.

Due to high winds bringing down a tree, the overhead and pole 131 were damaged, with the pole being replaced, the bracket arm repaired and the trolley wire realigned.

Tim Stuart and Bill Denham removed two old ears using a borrowed special impact tool to remove the screws from the ears. All ears in the yard had the screw torque checked and adjusted as required.

Sydney C class 37

Work on D117 has been suspended for the time being while work concentrates on C37. The panels were removed from the saloon sides to allow repairs to be made to the framing.

Some of the old panels were refitted while others were replaced with new solid timber laminated panels (NOT plywood) joined together by Ross Traeger with hidden tongues to achieve the desired panel width, as solid timber of the desired width is no longer available more than 110 years later!

New hardwood bearers have been cut and fitted for the reconstruction of the northern (No2 end) open end platform. Heavy hardwood platform timbers to support the controller at this end have been cut to shape and fitted, along with replacement tongue and grooved flooring, all milled from recycled timber.

The Peckham truck has been steam cleaned and is to be sent away soon to be shot blasted. The two W3 wheel sets that will be used in the car have gone to an engineering works at Unanderra to be re-profiled and to have their journals modified to fit the Peckham truck axle boxes.

The two wheel sets with railway profiles that were in the truck from its time at Byron Bay have also been sent as patterns for the journal modifications and to be turned down to tramway profile for future use under C car 33.

The first of the two W3 traction motors has been stripped and the motor casing has been cleaned out with electrical solvent. The armature shaft has some deep pits from corrosion and will need some remedial work before it can be reused.

Frank Cuddy has overhauled the first K10 controller for the car and is working on the second.

Sydney D class 117

Work on restoration of this car has been suspended whilst Geoff Spaulding and Rod Burland concentrate on restoration of the body of C 37.

Sydney O class 1111

Over the last four months, 1111 has been undergoing repainting. As is always the case with vehicles of this vintage (1111 is nearly 100 years old!) the job of repainting was the easy part, the body preparation has taken a lot longer than anticipated.

Also an inspection of the car body revealed timber replacement was necessary in sections of the cant rail and mouldings. In addition to this, a number of body filling and repair jobs were undertaken elsewhere. Rod Burland has completed the body repairs, whilst Raoul Aarens and Peter Butler are applying the final coats. Also helping out are Ian Hanson and Joseph Spinella.

The interior is also being repainted where necessary including all the cross benches. Previous work on the interior was carried out by Ian Hanson in 2003. When completed in October, 1111 will emerge resplendent in the 1950s green and cream colour scheme. Apart from routine maintenance this tram is being restored as a major exhibit at the 50th Anniversary of the closing of Sydney's tram system to be held next year.

Other car news

The motor generator set from Nagasaki 1054 has been repaired and awaits re-installation.

A fault was finally traced in Z2-111.

On 10 July the 1885 Melbourne cable dummy was lifted onto a heavy duty shop trolley ex Randwick Workshops to make it mobile as the deteriorated framing drags along the ground. The trolley appropriately has Sydney cable car wheel sets. Lights were erected in 15 Road to facilitate work on this, our oldest exhibit, which is expected to start once the Wednesday team finish current projects.

Trams at Rozelle

Our Chairman, Howard Clark, has joined a panel set up by Sydney City Council, to investigate possible options for the future of the six badly vandalised corridor tram bodies located there. One meeting has been held so far, and all parties are expected to attend the next meeting, probably during November, with input in relation to this question.

Heritage architects have suggested that up to four of the trams, which at one time ran from Rozelle, (R 1753 and 1923 and R1 1995 and 2050) be eventually installed in the depot building after re-development. The remaining two cars, R1 1943 and 1993 did not operate from Rozelle, and are not referred to in these opinions.

Road and other vehicles

Forklift No.3 is now back in service after its major overhaul, work done includes: Rebuilt engine, new clutch, overhauled brake system, two rebuilt hydraulic rams for tilting mast, rebuilt power steering hydraulic ram, complete rewiring of electrical system, new lighting, new guards for lights, three new tyres, reupholstered seat, repainting of entire forklift.

The Bedford tower wagon and Leyland Tiger bus 275 attended the Council of Motor Clubs (CMC) annual display day at Eastern Creek Raceway on 22 August.

Bus 275 was washed on 21 August and Craig Parkinson continues work on double deck bus 2619. Interior paint stripping is in progress and the seat frames are out of the bus to be sent away for shot blasting and re-chroming.

Maintenance continues to be carried out on the other motor vehicles on a regular basis.

Highway level crossing

Major work was carried out on the Princes Highway level crossing on the evening of 18 May. Work involved repairing and replacing six signal heads and one crossarm on the F type flashing lights that had been damaged by motor vehicles. The work required closing one southbound lane of the highway (by traffic control contractors) to provide a safe work area hence the reason for doing the work at night. When the work was first started at 1900hrs there were intermittent showers but by about 2130hrs it was like a monsoonal downpour which continued until midnight when the job was finally completed, much to the relief of all involved: Danny Adamopoulos, Dave Bennett and Chris Olsen plus the two employees from the traffic control company.

Photos needed

Stocks of the Museum's *Visit Souvenir* are running low and Dale Budd is starting preparations for a new edition. As a result of projects and new acquisitions since the last edition, he is looking for good portrait photos of the following: our two Adelaide Hs – at the Museum and in service in Adelaide; 42s following restoration; J675 – not in Bendigo or at its launch (already covered) but in other museum service; R 1808 running at MOTAT in Auckland. Please contact Dale in the first instance at dale.budd@dbas.com.au

Newcastle Buses 75th Anniversary

Newcastle Buses & Ferries have extended an invitation to the Sydney Tramway Museum to join them in their 75 year celebrations of Government Bus Services in Newcastle on Sunday 7 November 2010.

Our 1937 Leyland Tiger will be visiting Newcastle to join in the celebrations.

The day will consist of city tours by historic buses for the public, and there will be a marquee to show merchandise, memorabilia and giveaways by Newcastle Buses. The day is also a Transport Awareness Day that attracts over 10,000 people to the Foreshore area. The vintage buses will operate via car parking areas and provide a free shuttle to the Foreshore.

Annual Members Day. Saturday 4 December 2010

Once again the Museum will be holding its annual members day function. Following the success of last year's event, a similar format is being offered this year.

It is just over a century since the locally built and designed O class trams first saw service on Sydney streets. The Annual Members Day will be the first of a number of special days to mark this occasion.

We would like to invite all our Members and Friends to join us for the re-launching of refurbished O car 1111 which will take place at 3.30pm. 1111 has undergone body repairs and a complete repaint, both inside and out. The results of many months of work by our volunteers on this car are outstanding.

We will also be organising a two course barbecue which will be available from 6.30pm at a cost of \$12 per head. Yes, and we will be serving up (amongst other barbecue items) 'O car onion rings' and 'O/P Pineapple Fritters' Only at the Sydney Tramway Museum would you enjoy such cuisine!

After dinner enjoy moonlight tram rides or be entertained in our open-air Traverser Cinema for an eclectic collection of short films. These will commence at 8.00pm.

Reservations for the barbecue are essential. To reserve your place email Ian Hanson at ianhanson95@yahoo.com or telephone 0438-007-187 and leave your name and contact phone. Bookings close 28 November 2010. Please pay on the night.

Contributors to this issue include Danny Adamopoulos, Michael Giddey, Chris Olsen, Mick Duncan, Howard Clark, Dale Budd, and Ian Hanson

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 – Saturday 4 December

Welcome aboard

We welcome the following new Friends to our ranks:

2731 Wills, David R

St Ives NSW

Track relaying work

Work continues on the new depot points with the frog being completed and the inserts for the flanges to run on being fitted ready for welding.

Three cubic metres of surplus concrete was supplied by Concrete and was laid in the '6-foot' between the two running lines. This final pour has now completed all the concreting required in the 6 foot. Concrete was also applied to the cess area on the eastern track.

Rail was relocated and stacked onto the newly completed rock wall at Depot points to make way for the extension of the rock wall to the track drain on the North side of the depot points.

Services trench continues to be hand excavated due to the location of existing services and the need to keep the main running line open. The 100mm storm water drainage pipe that will drain the points was extended a further six meters along side the 50mm poly pipe for the recycled water from the water tank and other spare conduits.

The second track at the waiting shed was opened on 27 November. R1 1979 was used to break up the concrete spill on the railhead and it made three or four runs over the new section.

The pointwork under construction was moved with the fork lift clear of the running line to allow 1979 to proceed to the end of the track.

Railway Square Waiting Shed

Work continues on the railway square waiting shed, timber frames for the cross beams have been assembled and is being secured ready for erecting.

Rod Burling has finished the second new 300 x 300mm hardwood post for the waiting shed and has gone on to mortice the top and bottom chord timbers of the parallel trusses which, with their turned herring bone strutting, were a distinctive feature of this building.

Some of the turned pieces are new ones made by Jim Jowett on his home lathe. The waiting shed roof is supported by Acrow props and the old timbers have been removed for disposal.

While on the subject of waiting sheds, Mosman Council delivered a dismantled one from Parriwi Road on the Spit line. It is stored in the YMCA Building and it is proposed to use it in the now fenced area at Rawson Loop.

Overhead

Bill Parkinson assisted the overhead section and installed frog pans to enable the scissors crossover to be used for the 'Breakfast Torque' event and to be routinely used again. David Rawlings has continued with making up the span wire bridle in the Top Shed. Some of these were erected over the access track to road 4 and the western end of Cross Street. Ian Saxon, Tim Stuart and Brad Reid combined to install a rosette on the eastern side of the workshop wall which will anchor a cross span.

Display Hall

Warren Howlett, Terry Thomas and Rainer Nickel's new display doors in the hall have been finished and are now being painted. It is hoped to have the new displays completed for our

special days in February. The new doors are replacing the heavy full double-door width lift-out panels and will make it easier to move trams in and out of the display area.

Sydney C class 37

Geoff Spaulding and Rod Burling completed the northern end platform of C37. Rod dismantled the south end platform and made up a new hardwood bearer. Geoff repaired and re-fitted the horizontal rubbing timbers to each side of the saloon. He then cut and fitted the remaining three new bearers and the curved end platform plank and another heavy timber behind it, preparatory to fitting the tongue and groove floor boards. Ross Traeger has supplied a full set of 18 new side window sashes, which Howard Clark will varnish offsite to avoid workshop dust. Ross is also making up new profiled #1 end drivers apron pillars to replace rotted timbers, as well as a replacement drivers window.

The first traction motor for the car had a badly pitted bearing surface to one end of the armature shaft due to a period of outside storage. Terry Thomas turned the shaft down and made a sleeve to go over it. The sleeve was made slightly undersize and was heated and shrunk on to get a tight fit. A final turning brought the shaft back to its finished size. The motor was re-assembled and tested by Bill Parkinson, although some minor adjustments were necessary.

A trolley bus air compressor for the car has been generously provided on permanent loan by MOTAT, Auckland.

Sydney O class 1111

Work on Sydney O class 1111 has been completed by our team of painters, Peter Butler, Joseph Spinella, and Ian Hanson, assisted by Roul Arens. The end result is exceptional.

It was out shopped on 30 October, had a brake shoe replaced, was inspected and passed as fit for service. It will re-enter service on Members Day, 4 December.

It was noted that its last repaint at Randwick Workshops was in 1953, whilst its first repaint at the museum was in 1959. The museum has been maintaining 1111 for more than 50 years!

Ballarat bogie car 37

Peter Butler assisted our young painting team member, Joe Spinella with applying pin striping to Ballarat tram 37. Now this work is complete numbers and emblems will be applied. Work on the roof and further mechanical work will be carried out in the new year.

Sydney OP class 1089

The painting team have returned to Sydney O/P tram 1089. Paint for the exterior is now on hand. Work is progressing and they are hoping to have the whole car completed at least to a static display standard in 2011.

Other car news

Frank Cuddy and Richard Clarke are proceeding on returning the Z car 111, Nagasaki 1054 and the O breakdown 141s back to operational status.

During the shunt to retrieve 1111 from Road 8, the Matador was placed into Road 10, bus 2619 into Road 11, and the S&E grinder is outside, allowing O breakdown 141s to go into the main shed undercover.

Road and other vehicles

Bus 2619 has had the structural work completed on the body and is being prepared for painting. The radiator has been removed for repairs and to fit a new chrome surround. Craig Parkinson, Brad Reid, Vic Solomons, Rainer Nickel and Chris Olsen have been working on this project.

New platform for 'Breakfast Torque'

Each year, Sutherland Council runs 'Breakfast Torque', a motor cycle awareness and safety week event at Loftus Oval opposite our old site shed.

As the council was discouraging parking along the Princes Highway beside the oval, it asked that we provide an early morning Sunday shuttle service on 31 October from our Pitt Street gate to the oval. The service catered for visitors parking nearby at the cycle track - the parking area recommended by the council. To this end a new platform was constructed on the Royal National Park line to serve Loftus Oval.

Fabrication of the platform panels began in the depot. Each 2.4 metre panel is attached at the ends to vertical beams 700 mm long that have been embedded in concrete. Four panels were constructed using treated CCA pine sleepers secured with M12 galvanized bolts. The first panel was erected in the Royal National Park to allow the concrete to cure and be the reference point for all subsequent panels.

Full track possession of the Park line was undertaken on 2 October to install the remaining prefabricated platform face sections for the new platform. A two man post hole driller with 280 mm drill was hired to drill the remaining eight holes required.

The platform face was concreted into place and platform clearances checked against our H car, the widest tram in the fleet. The platform is 17 metres in length, long enough to allow passengers and crew to safely leave the largest single tram in the fleet from its two end doors.

The platform was tapered down at the ends for safety. On 21 October Greg Sutherland and Ian Saxon laid a stormwater pipe along the mid line of the platform and supervised the backfilling of the platform by a crew and backhoe from the Council.

Kate Strancar took a break from her usual site cleaning activities to re-paint and sign write two temporary tram stops for the occasion.

Frank McQuade and Dick Jones were the first of our traffic staff to arrive and were on hand from 6:15am to prepare for the shuttle service. Three trams operated the special service for the public and use of the new eastern main line past the Railway Square waiting shed was authorised for the first time since track relaying work took place in this area.

W2 249 was first tram across the highway to the short working terminus at the oval. It ran a trial trip, arriving at 7:22am. It returned to the museum to wait for those attending the 'Breakfast Torque' event which was scheduled to run from 8:00am to 11:00am.

Despite the Council's request, many of those attending the event parked their cars along the highway. However we did make a small contribution and it was a great opportunity for us to be able to operate a public service, at a 15 minute frequency, and have some fun doing it as well. No problems were experienced on our part and we were able to operate our regular Sutherland and National Park line services once the museum was open, as well as the short workings.

Newcastle Buses 75th Anniversary

State Transit Buses, Newcastle division, celebrated 75 years of Government operated motor bus services on Sunday 7 November.

Government bus services commenced running over two routes on Sunday 22 September 1935 using hired private vehicles. These services were expanded over the years to eventually encompass the once extensive electric tramway system radiating from Newcastle.

Over the years, services were mainly operated by single and double deck Leyland built chassis of pre and post war built body

work. Leylands identical to our 1275 began running in Newcastle in 1938 and the last was transferred back to Sydney about 1950. Hence 1275's significance to the event. As these buses became due for replacement later single deck styles were used using a variety of chassis and body builders.

During the proceeding weeks our 1937 Leyland tiger 1275 was prepared at Loftus and this included the fitting on an early Newcastle destination roll from David Wilson's collection and a replica M/O 1275 registration plate. The bus was driven by Craig Parkinson in convoy with buses from the Bus & Truck Museum, to the Gordon Avenue bus depot at Hamilton, Newcastle. On arrival the buses were prepared for the next day's events.

This anniversary also aligned with the Newcastle & Hunter Road Transport Awareness Group's 18th Transport Awareness Day which commences with a parade of trucks. This year buses belonging to the Bus & Truck Museum, State Transit, Sydney Road Transport Museum and our Leyland led the parade.

The buses were driven out to the commencement point at Sandgate Markets on Sunday morning. A convoy of vehicles consisting of prime movers, ridged and historical vehicles led by our Tiger travelled along Maitland Road into Hunter Street, then Scott Street, past the railway station, and into the Newcastle foreshore to be placed for a large open air display.

From 10:00am to 4:00pm a free vintage bus service operating over two routes from the Waterfront Foreshore precinct was sampled by the people of Newcastle to enable them to take a journey down memory lane on some of these older style buses.

A small display illustrating 75 years of operating motor bus services was set up by the STA at the bus terminus located on the northern side of Newcastle station together with new and older type vehicles, including our Leyland tiger.

At 4:00pm a convoy of buses, old and new, proceeded from the display point via Newcastle Beach, King Edward Park and Bar Beach and returning to Newcastle Station. Once again our Tiger had the honour of leading the journey with officials from State Transit as passengers.

This concluded a very successful weekend in Newcastle for our Society.

The bus was once again driven back to Sydney in the capable hands of Craig Parkinson, who, due to work commitments, was not able to stay in Newcastle during the day for the event.

Members who participated in this activity were Col Rhodes, Peter Kahn, Liam Brundle, Chris Olsen, Craig Parkinson and Dennis O'Brien. Our thanks also to David Wilson for seeing to it that our Museum was included in this historic State Transit milestone.

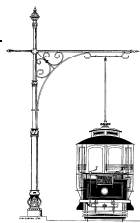
O car 805

It is very pleasing to advise that formal arrangements have now been concluded with the Powerhouse Museum for the loan of this car for a two year period from around late January 2011.

Subject to satisfactory electrical and mechanical inspection the car will be available for limited use on special occasions, such as our Tramway Festival weekend. It should be remembered that this tram has not moved under its own power for more than 50 years, so there can be no guarantee it will be available to operate on this weekend. To make space for 805, until we can have our south shed built it has been agreed that Adelaide H 357 will be moved to safe outside storage.

Museum Expenditure

Our Chairman has reminded us how our visitor dollar is used to cover operating and overhead expenses. For instance, we have a Fire Insurance bill of just under \$20,000 to meet in early December. In full paying visitor numbers, this means we need around 1,300 visitors to pay for this and a similar number to cover our third party risk insurance in July each year. Our quarterly fire alarm and security monitoring requires a further 110 visitors every three months to meet these expenses, so please do what you can to assist in encouraging greater visitor numbers!



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

29 November 2010

GIFT APPEAL – CAPITAL WORKS AND RESTORATION

Dear Members and Friends,

We are still experiencing frustration in lodging our DA for our additional south storage shed, due now to some unforeseen issues with RTA possible easements in a small part of the area, which need to be cleared. As a consequence, again we are needing to look at temporary outside storage for cars due to come on site such as 11W, W7 1036 and Milan 1692 to mention just a few, which of course is expensive. Another issue is the need to move Adelaide H 357 off site so we can take advantage of the generous offer from the Powerhouse Museum to loan us O car 805 for a period of two years from January 2011, as announced in SPER News.

There are numerous projects needing a sponsor to assist with our plans to continually upgrade the Museum along with restoration of our Heritage Tramcars.

An opportunity which has arisen under the NSW Heritage Incentives Program 2011-2013 is our application due by 3rd December to seek funding assistance for re-engineering bogies and other works to see P 1729 fully operable by May 2013.

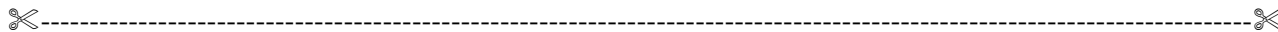
If you are in a position to assist with a gift, it will be greatly appreciated at this time.

Please indicate your preferences in the space provided below.

Thank you.

Kind Regards,
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 \$ _____.

Card No:

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

Signature: _____ Preferred Project: _____