

# SPER NEWS

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

PO Box 103 Sutherland NSW 1499

Editor: Michael Giddey

## A Moomba Preview

### Moomba – Trams on Parade

Melbourne's spectacular Moomba 'Trams on Parade' will take place on Monday, 11th March 2002. The Parade will cross Princes Street Bridge and pass Flinders Street Station at approximately midday. The trams will then be on display in Swanston Street for approximately three hours. A series of display stands featuring aspects of tramways history and restoration will also be located in this area which will be traffic free for the duration of the exhibition.

A great day and, as those who were there last year will agree, well worth seeing.

Last year R class 1808 was the Sydney Tramway Museum's exhibit. It was a unique occasion in Australian tramway history.

This year we have been invited to nominate four cars for possible inclusion in the Parade with a particular emphasis on the international aspect of our collection. Milan 1692, Berlin 3007, R 1808 and C 29 have been nominated to the Moomba Festival organisers and we are currently awaiting confirmation of their requirements.

### Expressions of Interest – Participation in Moomba

The Museum Board is calling for Expressions of Interest from Members and Friends who would like to be considered for participation in the Moomba Parade in a number of possible roles. Details are as follows:

**Driver** – There *may* be opportunities for STM accredited drivers to drive a tram for which they are qualified. This would require attendance at Preston Workshops at 4:00am when the trams would depart for the city, standing by the tram prior to the Parade, the Parade and display in Swanston Street and subsequent return to Preston, departing from the city after 3:00pm.

The question of acceptable accreditation and the conditions that the Victoria Department of Infrastructure will specify as essential for the movement of the trams has not yet been finalised and no guarantees can be given that STM drivers will be involved in this movement.

**Conductor** - This would require standing by the tram from 10:00am prior to the Parade, the Parade and assisting with the public display in Swanston Street after the Parade.

**Display Stand Personnel** – This would require attending the STM display stand, providing general PR information, marketing and sales of STM merchandise and providing advice and explanation of the work undertaken by the Museum's volunteer workforce in the restoration of our trams.

If you would like to be considered as a possible volunteer to assist the Museum's contribution to the Moomba Trams on Parade, please provide a written Expression of Interest and address it to STM Moomba, PO Box 103, Sutherland 1499 or by fax to (02) 9545 3390. You must state the role or roles in which you would be prepared to assist.

It is regretted that the Museum is unable to provide financial assistance to Members or Friends to assist with travel to / from or accommodation in Melbourne.

**The closing date for Expressions of Interest is the morning delivery of mail on 22 February 2002. Faxes will be accepted up to 6:00pm on that date.**

### Some Moomba 2002 details

Melbourne's Moomba Trams on Parade will be held on Monday, 11 March 2002 from 11:00am to 12 noon. The Parade viewing area is in St Kilda Road between Grant Street and Flinders Street.

The Moomba website provides the following description and details:

"If it's weird, wonderful and on wheels, it will feature in this trundling tribute to the 'very Melbourne' tram! Travel through time and place as Melbourne artists and communities tell tales of exotic travels and fantastic adventures.

"Grab a bird's eye view of historic trams, international trams and totally transformed trams. See mythical monsters, madcap machines, backyard barbies and Polynesian paddlers.

"Trams on Parade is a mad mix of music and mayhem, performers and puppets, horses and huskies, and comedy and culture. And as extra adulation for transportation, this proud parade will welcome the world's greatest gathering of pedal powered vehicles!

"Afterwards, move over the bridge to the Melbourne Moomba Street Party."

The Street Party in Swanston Street between Flinders Street and Bourke Street is where all the trams in the parade will be on display from noon to about 3:00pm.

### Program

Trams will trundle past in three major themes: 'Tram History Trundle' (twelve trams from horse drawn trams to modern Citadis trams); 'TramsFormations' (eight trams decorated by professional artists and carrying community and cultural groups); and 'People Power' (twenty eccentric and romantic takes on the tram theme).

### Tram History Trundle

The trams to appear in the 'Trundle' are listed as follows:

- Ballarat Horse Drawn Tram (built in 1887);
- Bendigo Toast Rack (built in 1913);
- No 8 M Class (built in 1916);
- No 214 V Class (built in 1906);
- No 164 S Class (built in 1916);
- No 217 X Class (built in 1924);
- No 431 W1 Class (built in 1927);
- No 1808 R1 Class Bondi Tram (from the Sydney Tramway Museum);
- Milan Tram;
- No 613 YI Class (built in 1930);
- BVG Berlin Car No 3007 Model TZ69 (All the way from Germany care of the Sydney Tramway Museum, this is the last tram to travel along the Berlin Wall before it came down in 1990)[sic!];
- Yarra low floor Citadis tram: first in the new breed of trams to be seen on the Melbourne tram network

We understand, however, that Bendigo's toastrack will not be appearing in the Parade. No doubt it will be replaced by something else!

### **TransFormations and People Power**

This part of the parade will have the following trams or tram related attractions:

- Trojan Tram W Class No 949;
- Llama Conductor featuring one of Melbourne's lost tram conductors working in the Andes;
- Tutentram W Class No 900: an Egyptian Hieroglyphic relic depicting historic and romantic tram travel and featuring Bedouin tram conductors;
- Quarter Acre Tram W Class No 885: the Australian Dream on tram tracks;
- Mother Tram: a pedal powered celebration of Melbourne's tram building history;
- Silk Road Tram W Class No 800;
- Food Tram W Class No 759: a slapstick celebration of Melbourne's restaurant culture;
- Antarctica Tram W Class No 984 with Antarctic tram conductors;
- Goods Tram W Class No 1018: inspired by central and south east Asian truck and bus transport traditions;
- Islander Canoe Tram W Class No 899.

This may be your last chance to see the Moomba Trams on Parade as we have been advised that this will be the last year in which trams will play a major role in the Moomba Parade.

### **YMCA facade**

It was not expected that work would start until the New Year. However, storage of the sandstone facade on a site at Waterloo had become a problem for Meriton Apartments and a financial contribution was negotiated on the provision that site work at Loftus be commenced as soon as possible. Site clearing and rock removal commenced in December 2001.

The fire sprinkler system was disconnected from the demountable toilet block and the police box on 12 December. The police call box (ex Grand Parade, Brighton-le-Sands) has been moved into the workshop for some major repair work before being relocated to a new site facing Cross Street where a concrete slab and brick foundation have been prepared for it. The

demountable toilet block (actually two units back-to-back) was moved by crane clear of the works site to a location, first on the roadway and finally in its two halves on the footpath. The building contractors will use it for the duration of the project. The trolley wire above the western track in Tramway Avenue has been slewed over next to the eastern wire to be clear of the work area. The remaining span wire, which will foul crane movements, was replaced with a temporary wooden bracket arm early in February.

Pier holes were excavated into the rock for the footings of the structure and the elevator shaft in late December. Reinforcing steel was placed and concrete poured early in January and by 18 January, erection of formwork for the first suspended floor slab and its supporting columns was in progress.

### **Sydney P 1497**

The first traction motor has been reassembled and tested. The work carried out by Bill Parkinson included complete dismantling, repairing brush holders, thorough cleaning with electrical solvent, baking in the motor oven to dry out any moisture, checking the bearings for wear. Bob McKeever carried out a light machining of the commutator in the large lathe to remove uneven wear. The second motor has been stripped and cleaned and Vic Solomons has externally cleaned the remaining two motors. Bob McKeever has removed their pinions in preparation for dismantling.

### **General**

Thunderstorms on 3 December had the Sutherland Shire surrounded by vertical lightning, an awesome sight when viewed from the museum. One strike hit two of our poles on the on the grade from the Army crossing to the Sutherland terminus, missing high voltage power line structures and taller trees. Porcelain insulators disintegrated and the cones in the overhead ears were pulverised, dropping the overhead wire from the two bracket arms. This caused a violent shaking of the overhead wiring, which extended to within the museum grounds and depot fan, and alerted members that we had a problem. The overhead was lifted up and temporarily tied later that evening. Repairs were carried out on 4 December.

The bushfires that ringed the Sydney basin since before Christmas did not affect the northern part of the Royal National Park through which the museum's tramline runs. Power to the overhead into the Park was disconnected and tram services into the Park cancelled during the emergency. Normal tram services into the Park resumed on 13 January.

### **Smokers beware**

There have been complaints from concerned members that some of the few smokers in the Museum's membership have been having a puff in circumstances which they regard as dangerous. Please be aware that a No Smoking rule applies to all Museum buildings. If you must smoke, please ensure you are well outside any building.

If you are caught smoking in doorways, do not be surprised or upset if your fellow members ask you to move right outside.

Remember, we do not want any flaming accidents.

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## Façade Construction Continues

### YMCA facade

The size and scale of this new structure at our Tramway Avenue entry is rapidly becoming obvious.

The columns between the shop fronts and supporting the first floor were first formed up by the contractors and took about 15 cubic metres of concrete. The ground floor area, which the Museum will complete, was soon after a sea of scaffolding erected to support the first floor, which will be an extension of the display area. On 19 February the first suspended floor slab was poured and took over 75 cubic metres of concrete, the largest single concrete pour to occur on our museum site.

Scaffolding was soon erected to support the second level, which will become the archive floor, and concrete was poured for this level on 15 March. The concrete for this floor is of greater strength to allow for the additional weight of library and archive shelving.

The third level, nominally offices and members amenities, was poured on 9 April. During this pour the concrete pump broke down and a replacement had to be obtained, resulting in the work being completed after dark under lights.

Prior to each level being poured, our electrical lads placed junction boxes and a series of conduits in position for our future lighting and power requirements.

Formwork for the connecting staircase at the southern end of the façade structure and at the northern end of the adjoining structure was completed and concrete poured on Saturday, 20 April.

A visit to the Moore Park storage site with the consulting architect and stonemasons illustrated the enormity of the project. The site resembles the ruins of Pompei with numbered stone blocks spread over a vast area. Stonemasons took four man-days to map the site on computer in order to instruct the transport operators where to find the desired blocks for delivery to the site in the correct sequence.

Twenty original hardwood window frames for the front of the façade and two others from the rear stairwell are also on site. These will require some clean up and repair for progressive fitting as the structure is erected. The top of the frames contain a small leadlight opening section, some of which are in need of major repair and a number of which are missing. Sashes for the remainder of the frames will need to be manufactured and glazed.

It is proposed to help raise funds for the fitting out of the building by offering members and friends the opportunity to sponsor a window by making a gift to the Tramway Museum Fund of not less than \$1000.

The stonemasons are expected to start their work in early May. No stone will be stored on our site and a carefully coordinated operation will be required to deliver the stone needed each day and in the correct sequence. Our structural engineer is investigating a request to place a crane on the top level of the structure to lift stonework into position.

### Moomba

Our cars R class 1808, Milan Peter Witt 1692 and Berlin 3007 starred in this year's Moomba Festival parade in Melbourne on 11 March, where they attracted much

attention. Ken Butt and Col Rhodes accompanied the cars from Preston to the parade, conducted a successful public relations exercise whilst the trams were displayed in Swanston Street for the street party and accompanied the trams back to Preston Workshops. For them it was a long day! Due to Victorian Department of Infrastructure requirements, accredited Bendigo drivers drove the trams with an M<Tram driver providing 'road knowledge'.

Berlin 3007 had been moved to the western track at the Cross Street corner, craned onto a low loader and trucked from Loftus to Preston Workshops on 2 March.

All three cars are to remain in Melbourne for the time being.

### Car news

The overhauled motor for the spare bogie from Brisbane dropcentre car 295 was re-installed on 2 March. The gear cases and brake rigging have also been refitted.

The second traction motor for P car 1497 was reassembled and tested on 9 March and the third motor was disassembled for cleaning the same day. The first bogie frame has been placed in the workshop for some further work before reassembly.

C class 29 received some modifications to the main brake levers under the car to improve clearances and operation. This involved heating the levers in the forge and bending slightly to get a better angle.

### Berlin cars

Car 3007 currently remains at Preston Workshops following its successful use in the Moomba parade on 11 March. If no opportunities for its use in Melbourne emerge it is expected to return to Loftus in the near future.

Car 3008 remains in the workshop now painted in the all over cream livery that it carried as car 5133 on its delivery in 1969. Some finishing work is still required before it leaves the workshop.

Trailer car 3717 has had its roof sealed and painted. It has been repainted externally in the orange and cream livery, when weather permitted whilst it has remained outside the workshop parked on the traverser. This work was completed by 12 April. The car had been suffering from exposure to the Australian summer sun and a graffiti attack whilst stored adjacent to the railway boundary fence. Stored seats and other material have been removed from the interior, which is now being cleaned. It is planned to fit small tables in the car between the seats to permit its future use as an instruction room for student visitors (or for senior visitors use as a refreshment room).

### Proposed shop layout

The sandstone facade from the old YMCA building will soon be erected on the face of our new supporting structure. This work is expected to take about two months.

Whilst there is still a lot to be done before the building can be occupied, the Board would welcome ideas from members for the layout of the interior of the ground floor. Members who have any suggestions should contact John McFadden on

(02) 9665 4041 or by e-mail at [rainbowj@bigpond.com.au](mailto:rainbowj@bigpond.com.au).

### Driver (and other) training

To simplify the process of applying to be trained as a driver (or any other position), Application for Tuition forms are now located in the temporary traffic office in R1 class 2044.

### New Drivers

Martin Pinches and Ben Dannecker have passed their driver training and now join the ranks as qualified tram drivers.

### Dates for your calendar

Please mark the following dates in your diary or on your calendar.

- **Saturday 1 June – Members and Friends Day**  
Organiser: David Critchley and Col Gilbertson
- **Sunday 7 July – Centenary of F Class Tram 393**  
Organiser: David Critchley and team  
Normal timetable / Special cars.
- **Sunday 11 August – Old Trammies Open Day**  
Celebrating the Centenary Year of Fort Macquarie and Waverley Depots.  
Organiser: Peter Kahn, Geoff Johnson and John Burgess  
Special timetable
- **Saturday 21 September – Members and Friends Annual Dinner**  
Organiser: David Critchley and Peter Kahn  
No timetable required.
- **Sunday 3 November –**  
Theme to be announced.  
Organiser – Don Campbell and team  
Special Timetable.
- **Saturday 7 December – Members & Friends Christmas Barbecue with AMRA**  
Organiser: David Critchley, David Bennett (AMRA) and team

### Trams held off site

The two rather derelict W2 cars 370 and 577, which remain at Port Kembla need to be moved to other storage in the Southern Highlands by 9 May 2002 as their present site is being sold. It is felt that the cars are worthy of retention for the time being as their equipment is virtually intact and there may be some scope in the next couple of years to add value to them for disposal to interested parties.

In other developments Hunter Valley Training Co at Maitland have given us notice to remove all six cars stored there by 31 May 2002 due to impending lease of the site and their inability to attract funding for training programs to assist with their restoration. The cars involved are:

- ‘Gentle Annie’ (42u, 42ss or L707) which was partially dismantled pending construction of a replacement underframe;
- Newcastle L/P cars 298 and 341 of which 298 was partially dismantled in preparation for a retro-restoration to an L car;
- replica water sprinkler car of which the underframe and tank were completed (along with overhaul of accompanying bogies ex 98u) as a first stage of a training program in 1990;
- W2 class 245 and
- SW2 class 432 with its external panels removed for restoration of body timbers and panels as part of a proposed conversion to a mobility-impaired car for use at Loftus.

Negotiations are in hand for four of these cars to be transferred to storage at Cessnock whilst ‘Gentle Annie’ and 432

will be returned to Loftus for restoration / refurbishment. Regrettably these moves will require funding of approximately \$10,000 which is urgently required to secure these cars for potential later restoration / use. Gifts to the Tramway museum Fund are urgently sought to support these activities.

### Steam tram destination signs

John Green wrote in his reminiscences in the December issue that he wondered if the blinds on the Kogarah steam trams still carried the destinations Sutherland, Caringbah, Miranda, Cronulla on them. Possibly even Arncliffe and Bexley. “Someone will surely know!”

Ross Willson responded to John’s inquiry and has supplied the following information regarding the destination signs applicable to the four suburban steam tram lines. It is taken from material contained in the NSW Tramways files held by the Archives Authority.

### Parramatta-Castle Hill (22 March 1921)

PARRAMATTA  
Blank  
WOOLLEN MILLS  
Blank  
BAULKHAM HILLS  
Blank  
CASTLE HILL  
KELLYVILLE  
SPECIAL  
Blank  
DEPOT ONLY

### Sutherland-Cronulla (22 March 1931)

SUTHERLAND  
Blank  
MIRANDA  
WOOLOOWARE ROAD  
Blank  
CRONULLA  
Blank  
SPECIAL

### Arncliffe-Bexley (22 March 1921)

ARNCLIFFE  
Blank  
BEXLEY  
SPECIAL

### Kogarah-Sans Souci (20 November 1919)

KOGARAH  
Blank  
RAMSGATE  
Blank  
SANDRINGHAM  
SPECIAL  
Blank  
DEPOT ONLY

### Kogarah-Sans Souci (1934)

KOGARAH  
RAMSGATE  
SANS SOUCI  
SANDRINGHAM  
SPECIAL  
Blank  
DEPOT ONLY

### Late news

Our Milan car 1692 joined W cars and ran in passenger service on Melbourne’s free City Circle operation on Sunday, 28 April in conjunction with the Immigration Museum’s Italian Festival. The tram was transferred from Preston Workshops to Southbank Depot on Friday 26 April and returned to the Workshops on Monday morning 29 April. From all accounts it was a very successful operation and the Immigration Museum was very happy with the publicity generated.

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## Construction Work Everywhere!

### YMCA Façade

The contractor for the reinforced concrete building structure has scaled down his activities to relatively minor work after the last concrete pour for the stairs took place on 11 May so as to enable the stonemasons to commence work. Recent work has involved stripping of formwork and bricking around the stairs. On Thursday, 9 May the appearance of the site changed dramatically with the arrival of a self-erecting construction crane for use by the stonemasons. It consists of a telescopic steel tower stabilised by massive removable concrete blocks around the base and a horizontal jib, which can turn 360 degrees around the tower. When not in use it is free to turn into the direction of the wind to reduce wind loading on the crane. It spends much of the time pointing to the east and northeast. It extends well out over the Old Princes Highway (Rawson Avenue) and towers above the YMCA structure.

The first stonework arrived on site soon afterwards and the stonemasons soon discovered that there was a major problem. The external measurements of the stonework were passed on to our Structural Engineer, Alan Wright, who designed the reinforced concrete structure to suit the stonework, or so we thought. While the outer face measurements of the stonework were accurate, the thickness dimension given for all the blocks was not correct and no details were provided as to how the stonework fitted against the columns around the original steel beams that carried the stonework over the four shop fronts in Bathurst Street. As a result there was over a week's delay while several courses of concrete blocks were laid to compensate for the depth of the steel beams. Then the back of every stone in front of each column had to be sawn to fit. By mid June the stonework had reached the stage where the hardwood framed windows would have to be fitted before the stone lintels could be placed over the windows. A contractor was required to repair the window frames. The top leadlight windows remain a subject of discussion with the developers, Meriton, as to the nature and extent of repairs to be completed whilst the remainder of the sashes and glazing will be for us to complete. It was then discovered that the inaccurate dimensions provided for the stonework meant that the window frames could not be lowered into the window openings as planned as their thickness would foul the reinforced concrete beams. Whilst cutting back of the beams was rejected by our structural engineer, it was decided to push on with the stonework and find a solution for the windows, possibly by cutting them into three sections. As it transpired the contractors went ahead and cut back the concrete beams to allow for the window frames to be dropped into place. Contractors now have the expense of rectifying any damage to the

beams and covering exposed reinforcing steel.

Regardless of these problems erection of the stonework has progressed to the stage where a good impression can be gained of the final appearance of the facade and it is very impressive. Builders will soon return to the site to erect steelwork for the top floor of the structure. Little did our early members constructing the old National Park corrugated iron shed all those years ago think in their wildest dreams that we would ever have a four storey sandstone building.

### Sutherland (No.3) Substation

As previously mentioned, this building was in the way of our proposed Sutherland extension. The front wall was approximately on the centre line of the proposed track alignment and had to be cut back about two metres. Sutherland Council recently allocated \$75000 towards the necessary modifications to the building as part of a commitment to support the Sutherland extension. Earlier quotes were updated and a contractor engaged to carry out the work. On 17 May equipment stored in the building was moved clear of the work area. Two oil switches and a transformer were moved temporarily into the fenced transformer yard. Temporary fencing was erected by the builder following which the floor was excavated and a new reinforced concrete strip footing poured. This was followed by the erection of the new brick wall two metres inside the original wall, which has since been demolished. The roof tiles were then removed from the roof for reuse and at the time of writing work is in progress on the reconstruction of the roof framing to suit the new size and shape of the building. The new roof will incorporate a small tower reminiscent of the architectural style of Sydney tramway substations.

No. 3 substation will be both an operational substation providing extra power for the Sutherland extension and the Army Depot hill and as a substation museum. It will provide a home for the now historic equipment from the Gray Street, Kogarah trolleybus substation including the rotary converter and the polished slate panels on which are mounted the various switches, relays and meters. This equipment has been stored in a less than satisfactory manner since it had to be removed from our old site substation. Its relocation to a permanent home will provide much needed extra storage space at Loftus and will assist in the on going clean-up and reorganisation of the museum. In the longer term it is planned to make the ex-Kogarah equipment available for occasional use while a silicon diode will provide power on most occasions.

### New Toilet Block

The brickwork for this building has been completed and cleaned on the outside. Three cast iron window

frames have been fitted which compliment those in the workshop. The inside walls have been bagged ready for painting and a favourable quote has been received for the completion of the roof from the builder working on the No 3 substation.

### **Workshop Extension**

An application made to the Department of Land and Water Conservation for financial assistance towards the completion of the toilet block and the workshop extension resulted in a grant of \$10,000 and a loan repayable with interest over ten years amounting to a total of \$40,000.

To keep within budget it is planned that the pad footings will be excavated and poured using our own workforce. Alan Wright is preparing detailed drawings of the steel framework and it is proposed to buy the steel and engage Joe Kirchberger to fabricate it on site. Erection will probably be by sub-contractors. If all goes to plan we should soon have an unprecedented four separate building projects in progress simultaneously.

### **Yard Paving and Bogie Storage**

On the 11th and 17th of May two small pours of free concrete were placed near the depot yard gates to further improve the appearance of this area. David Cannini had previously excavated 3 Road in the depot yard and an area beside the railway boundary fence outside the top shed for construction of a bogie storage track following the relocation of the large rail stack formerly at this location. Work has been carried out using air tools to thoroughly clean heavy rust and dirt from the rails and steel sleepers in preparation for concreting. Work has been delayed by the theft of tools from the workshop after a break-in, followed by problems with the standard of replacement tools and wet and muddy conditions. It will be necessary to remove all checkrails so that the gap between the running rails and the checkrails can be properly cleaned. Failure to do so can result in rust growing and splitting the concrete. It is a case of taking the extra time to do it right the first time. The bogie storage track is being concreted first and once the spare bogies are relocated it should make a big improvement to the appearance of the area near the Railway Square Waiting Shed. We still need further bogie storage space as we currently have six bogies in both Bendigo and Canberra and two in Melbourne to be brought on site.

### **Pole Maintenance**

On Friday 17 May wooden span poles from the TAFE crossing to the present north terminus were treated for termites by drilling holes and inserting three or four slow release chemical plugs around the base of each pole.

### **Depot Lighting**

Geoff Olsen has been busy erecting conduits and wiring and additional fluorescent light fittings over the aisle-ways in the running shed, greatly improving illumination. Our No.3 tower wagon was used for the lower sections and the bucket truck for the higher work.

### **Replica Waiting Shed**

The replica federation-style waiting-shed erected

around the rear roller shutter in the display hall has been painted and some of the original French tiles from the Railway Square Waiting Shed have been cleaned and placed on the roof. These were made by Guillard Freres (Brothers) of Marseilles.

As a point of interest, Marseilles, or French Pattern, interlocking roofing tiles were apparently first imported in quantity by W.H. Roche & Co. of Melbourne from the 1880s. The Wunderlich brothers in Sydney took over W.H. Roche in 1893 and by 1894 became the sole agent for the importation of Marseilles tiles into Australia. In 1897 the company claimed yearly sales exceeding two and a half million tiles. The company claimed that by World War I, when importation of tiles ceased, it had imported a total of 75 million tiles in 110 full cargoes, enough to roof 40,000 homes of average size, making Wunderlich the largest, if not the sole, importer of these tiles into Australia.

### **Track**

The track between the depot junction points and the southern gate was found to be over gauge. On 8 June two tie-bars were installed and a further six installed the following Saturday. This has exhausted our supply of tie-bars and materials will have to be purchased and more made. The opportunity was taken to drill all necessary holes in preparation using the petrol powered rail drill. This involved extensive digging to place the drill in position for each hole as the track had been filled to rail level at each location.

### **Gate for Wheel Lathe**

As previously reported some of our heavy steel girder trusses were installed at the rear of Roads 1,2 and 3 to form an emergency exit passageway. Bob Cowing has cut out a section of the fence to form a gate by welding in some heavy-duty hinges. This will allow forklifts to place wheel sets in the wheel lathe.

### **Body of ABV 7604**

At the old site in the 1970 we purchased the bodies of two four-wheel railway Arnott's biscuit vans for use as tool sheds. The old site's voracious termites destroyed one of them. ABV 7604 survived to become the first sign of our presence on our present site in 1979 when it was used as the tool shed during the erection of the security fencing. It was later placed inside the building resting on the spare Brill 21E truck (Ex 137s) and was moved into the top shed on its completion. It has been donated to the NSW Rail Transport Museum at Thirlmere and in preparation for its departure it has been emptied of the technical drawings, cabinets and gauges that had been stored in it. This will make room for K class tram 1295 in the top shed.

### **Berlin Cars**

3008 has been repainted in its original cream colours and has received its original fleet number, 5133, as well as the earlier style monograms. To complete the job aluminium mouldings have been installed to create the two stripes below the windowsills. Brian Hague has made a pattern to cast the specially shaped mouldings on the end aprons. Trailer car 3717 has been repainted in orange and cream but has received its former computer number, 2 69 017-8, a very strange number

for a tram! 5133 was moved from Workshop Road 9 to Road 3 on 15 June, while the trailer resides on the traverser.

### **C class 29**

The modifications to the brake rigging have been completed and the car tested satisfactorily. It vacated Workshop Road 10 on 18 May.

On 8 June Bill Parkinson repacked the axle boxes and suspension bearings with new wool.

### **L/P class 154**

Car 154 entered Road 10 on 18 May to have the inside of the driver's cabs painted, as well as some touching up work. It returned to the main shed on 1 June leaving Road 10 vacant for three days.

### **P class 1497**

On 4 May Bob McKeever carried out a light machining of the commutator of the third P car motor armature. The overhead crane was utilised to remove the commutator. This was the first occasion that one of the overhead cranes was used other than for testing and training purposes. The third traction motor was reassembled and tested on 11 May and work is in progress on the fourth motor. The hornway shims have been removed from the first of the car's bogies ready for re-shimming.

### **O class 1111**

On 15 June 1111 entered Road 10 for welding repairs to its underframe while 42u was moved over to Road 9.

### **W2 cars 370 and 577**

These two cars were moved from Port Kembla to storage at Robertson on Monday, 17 June. They have since been covered with tarpaulins to protect them from the worst of the weather.

### **Christchurch 'Yank' 12**

This car, which was one of ten built by John Stephenson at their Elizabeth, New Jersey plant in 1905 for Christchurch, was almost identical to the Sydney Brill-built G class car. John Stephenson was taken over by the J.G. Brill Co. in January 1905, which may explain the very close similarity with the Brill-built product.

With support from our friends at Ferrymead this car, which had been used as a batch at Akaroa for approximately 50 years, was acquired on behalf of the Sydney Tramway Museum and moved to Ferrymead in May 2002 where it will be evaluated for restoration work as Christchurch 12 before transfer to Sydney.

Ferrymead already has car 20 in its final enclosed form and has access to the body of car 11, still on a property, for ultimately rebuilding to its original style.

The acquisition of this car fills the last gap in our collection of production style tramcars and at the same time give us an example of a Stephenson-built car and a New Zealand tramcar.

Gifts towards its restoration and transport to Sydney are now being sought.

### **Retreat from Maitland**

On Monday 3 June three of the six cars located at the

Hunter Valley Training Company at Maitland were loaded onto trucks. Melbourne SW2 class 432, ex-ballast motor 42u and the replica sprinkler car 113W were unloaded at Loftus the next day. Newcastle L/Ps 298 and 341 and Melbourne W2 class 245 remain and will shortly be transferred to storage at Cessnock. 42u (on bogies from 98u) entered Road 10, 432 is on 4 Road beside the workshop while 113W was placed on the ex-AIS ingot buggy at Loftus Junction. The bogies for 42u remain at Maitland, one in partly dismantled state and it is hoped that the wheel lathe there will soon be used to have the tyres turned to Sydney tramway profile.

As donations have been received towards the restoration of car 42u, our Tuesday night crew has begun stripping it down to the bare underframe. The side members have suffered from many years of open storage: it spent most of its railway life in the open at Prince Alfred Sidings at Central, from the effects of the lead acid batteries carried in railway service and from at least one heavy impact that bent the frame. It is planned to buy new channel iron frame members for the perimeter frame and to hot rivet the existing cross members and cross bracing to them. The cross members will be renewed if required.

### **Fiat Tractor**

Freightcorp donated this very useful vehicle concurrently with the two travelling overhead cranes from Chullora Workshops. Chris Olsen has been installing lights and indicators and has fitted a new welded roof frame. Thanks to gifts from several members Richard Clarke arranged the purchase of a new slasher unit, which drives from the power take-off. It is basically a giant lawn mower and is capable of mowing fair sized saplings. The edges of the Sutherland line have received attention and Chris is now attacking the National Park line ably assisted by Danny Adamopoulos.

### **Ben Parle – an Update**

Ben's wife, Megan has provided this update on Ben's condition.

After his accident in August 2001, Ben spent the next seven months at Mt Wilga Rehabilitation Hospital where he received extensive rehabilitation in the hope that he might be able to return home.

Unfortunately, Ben's injuries were so severe that this hope proved impossible. Ben has been moved to a nursing home where he can receive the highest level 24-hour care he now requires.

### **New Drivers**

Two more members have passed their driver training. Danny Adamopoulos is now a Driver Grade 4 and Ben Barnes is a Driver Grade 5.

### **Members and Friends Day**

The day was, unfortunately, poorly attended. The real winners were those who stayed for the evening barbecue and slide show.

Vic Solomons screened views of Sydney trams, including views of some of the more interesting operations such as the Showground / Cricket Ground and Balmain counterweight. Don Campbell screened views of San Francisco's double-ended PCC cars and

the two Californian museums, the Western Railway Museum at Rio Vista and the Orange Empire Railway Museum at Perris. Both museums started as tramway museums but diversified to include railway locomotives and rolling stock. Bob Merchant screened views of Crich taken by Hugh Ballment in 1960 – in great contrast to those shown by Geoffrey Claydon at our annual dinner with Tramway Museum Society, Crich, members last year – trams stored in the open and mud everywhere! These were followed by views of our own museum activities between 1960 and 1966, including rail lifting at Randwick Workshops, Potts Hill and Moorebank, track laying, overhead wire erection, shed painting in disposals green paint, brick cleaning for the substation and scrub clearing.

Peter McCallum related to the Board that “Member’s Day contained one particularly moving piece for this recent arrival. Bob’s slides showed young men, some still in their teens, labouring under most difficult conditions to clear scrub, raise and relay track, haul dead trams and repair them with primitive equipment. Today, many of the same men are still there ... with the same trams, but with a world class Museum, which amazes Sydneysiders and overseas visitors alike.

“Sitting there in the dark, working the projector, I felt very humbled at what other people whom we see at the Museum on a regular basis have achieved in their lifetime. None of us relative newcomers really said anything, but, looking into their faces, I detected that they shared the same feelings of deep admiration of what the Museum’s pioneers have created – and for the fact that they continue this life’s work.”

### **Sunday 7 July Centenary of F Class Tram 393**

This event is being organised by David Critchley and his team.

It is envisaged that the normal Sunday timetable will be in operation with runs by special cars. To mark the occasion our local State Member, Ian McManus, will cut a celebratory birthday cake.

A busload of between 15 and 20 visitors from Bendigo is attending this event and they will be arriving around 5:00pm on Saturday, 6 July. We will be joining the group for dinner at the Sutherland United Services Club (opposite the Sutherland railway station).

Our visitors have requested some night tram riding and there will therefore be some night running on the Museum line afterwards.

Please ring David Critchley on (02) 9545 4406 if you are interested in joining us for the evening.

### **Sunday 11 August**

Old Trammies Open Day

Celebrating the centenary year of Fort Macquarie and Waverley Depots.

Peter McCallum has been co-opted to organise a group of Oral Historians to come down on the day to record the reminiscences of the former employees. Peter willingly agreed to help out and has been very enthusiastic in making initial contacts.

### **Saturday 21 September**

Members and Friends Annual Dinner.

Organisers: David Critchley and Peter Kahn

### **Sunday 3 November**

Theme to be announced.

Organisers: Don Campbell and team.

### **Saturday 7 December**

Members and Friends Christmas Barbecue with

members of the Australian Model Railway Association.

Organisers: David Critchley (STM), David Bennett (AMRA) and team.

### **Shop News**

Keep an eye on the bookshop as new sales items will be appearing from time to time.

Two well-written and illustrated books from the Scottish Tramway and Transport Society, *The Glasgow Tramcar* and *The Glasgow Horse Tramways* were able to be offered at a very competitive price and have sold well. The 2000 and 2001 issues of their annual publication *Scottish Transport* were also stocked. Their 2002 annual is due for release in November and further stocks of the above books can be ordered at that time if members would like to obtain copies.

A newly released book titled *Double-Deck Trams of the World – Beyond the British Isles* is on order from the UK. It is a fascinating publication covering all manner of double deck electric trams including the two Sydney C cars and Hobart and will be reviewed in the *August Trolley Wire*. It is expected to be in the \$40 price range. The orders placed for these books are not large and may not be repeated.

Four new postcards (F, O, R and R1) and two new mugs are in the pipeline. A new line of mugs depicting destination signs is being produced; the first will display the Eastern Suburbs green signs.

One mug in production is to celebrate F class 393’s centenary and hopefully it will be available on 7 July.

### **Cadillac Rail Motor**

On 27 April Bob Cowing and your Editor took a break from Museum work and headed north to attend the Maitland Steamfest, and visit the Hunter Valley Training Company and Richmond Vale Railway.

At the latter location we renewed an old acquaintance, the Cadillac Rail Motor. The first time Museum members saw this vehicle was in 1964 on an ARHS tour of the J & A Brown railway from Hexham to Richmond Main. It was at that time housed in the now demolished Pelaw Main loco shed. It was subsequently donated to our Museum and became the first rail vehicle to run under power at the old site and initiated passenger services in 1964 prior to the initiation of electric services in March 1965. After a period of off-site storage in a private garage at Belfield and in the No.3 Roundhouse at Enfield Loco depot, it returned to open storage at Loftus and was subsequently donated to the Richmond Vale group. It has been stripped down to its chassis, which has been cleaned and painted. The bodywork, however, was not seen. A sign identified what it was and that it was under restoration.

### **Miscellaneous**

The June 2002 Cronulla-Sutherland area edition of Dawson’s Local Pink Pages telephone directory displays our F class tram 393 and R class 1740 on the front cover.



# SPER NEWS

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

PO Box 103 Sutherland NSW 1499

Editor: Michael Giddey

## Annual General Meeting Review

**Our Annual Members and Friends Dinner will be held at Sutherland United Services Club on 26 October 2002**

### Annual General Meeting

Issues to note from the AGM held on 31 August 2002 were briefly:

- Revenue from visitors, before other revenue items, was the highest for more than five years at \$65,680 compared with \$49,184 in 2001.
- A modest operating surplus over expenses was achieved before recognising the benefit of grants received of \$70,834 fully utilised to fund capital related items.
- Significant increases in expenses have occurred, particularly insurances. For every dollar received in revenue from visitors in 2002 major expenses accounted for:
  - ❖ 42 cents in the dollar for all types of insurance (up from 37 cents in 2001);
  - ❖ 25 cents in the dollar for all types of repairs and maintenance;
  - ❖ 9 cents in the dollar for electricity;
  - ❖ 7 cents in the dollar for rubbish removal;
  - ❖ 5 cents in the dollar for audit and accounting.
- Insurance is expected to account for more than 50 cents in the dollar in 2003 due to a further rise of approximately 38% in our third party liability cover for 2002 / 2003. Building insurance has also increased markedly.

General business covered a wide range of views particularly on restoration / repair of trams in our collection.

- E cars 529 / 530. Their centenary occurs in 2003. The significant costs of frame repairs and electrical rewiring was discussed. A cosmetic repaint and replacement of footboards for display purposes was recommended as no prospect of funding was in hand.
- Freight car 24s is also 100 years old in 2003. It was suggested that the cost of overhauling bogies and rewiring be looked into.
- J car 675. Its centenary is due in 2004. A truck was being pursued in two quarters overseas. At least \$100,000 is needed to see this car restored to operating order.
- 42u. The reason for it being in the workshop was questioned. Some sponsor funding was in hand towards its restoration. A full evaluation of the costs involved and potential funding needed was being looked into whilst the car remains in the workshop.
- Ballarat 37. Its presence in the workshop was also questioned. Sentiment favoured its restoration to provide another traffic car perhaps as a Geelong, Bendigo or Melbourne predecessor even though no funds have been made available from any source. A financial champion or sponsor is needed!
- O class 957. Workshop staff favoured this car for transfer to the workshop. Funding of at least \$10,000 has been promised. It was noted that car 1111 was suffering from continued use, although significant further funds will be needed before 957 can be returned to operating condition. Others noted that along with Ballarat 37, Brisbane 71 and 180 would be quicker and cheaper projects to achieve more operable traffic cars.
- PR1 class 1573. A cosmetic external repaint for display

purposes was seen as a first step towards its full restoration.

- Display Hall. Suggestions were made for improvements to information signage, particularly on trams, better utilisation of undercover storage and improving visitor amenities, space and 'hands-on' exhibits. Cramping of trams into the building was not seen as appealing to visitors.
- YMCA Building façade. A suggestion was made to name rooms in the building after founding members, etc.

### YMCA façade

Stonemasons placed the last stones at the top of the building on 26 July 2002 and the crane was placed off-hire shortly thereafter. A final wash down and repair of stones along with replacement of mouldings cut out in later years of the building to allow for external downpipes was completed by 16 August and the scaffolding was removed on 19 August 2002.

### Scrubber car 11W

Former Sydney K class scrubber car 139s was placed out of service during July 2002 by Yarra Trams in Melbourne. This followed the earlier decision by M>Tram to retire sister car 10W which has since been transferred to the Tramway Museum Society of Victoria at Bylands. Following confirmation by COTMA that we had applied for this tram many years ago, the Victorian Department of Infrastructure has made 11W available to our Museum and an agreement to this effect was signed by the Museum in early September. It is expected that 11W will be delivered to Loftus in the near future.

### Trams in the Hunter

The last three trams at the Hunter Valley Training Company, Maitland (L/P class bodies 298 and 341 and W2 class 245) were moved to the HPOTS open storage site at Cessnock on 13 September 2002. Both L/Ps are in a very delicate state with 298 being little more than a shell following the removal of side panels as part of a failed training programme to rebuild it as an L class car. Whilst the roofs are generally sound it will not be feasible to move them again without first lifting the roofs and placing them on the underframes. We now have twelve trams at HPOTS (L/P cars 257, 298 341, N car 718, O car 824, PR1 car 1517, R car 1798, R1 car 1980, W2 cars 245, 471, W3 car 668 and W5 car 792). The Newcastle City Council L/P 282 is also stored there. Covered storage will be the only answer to saving these relics for future restoration. Sponsors are needed to support them!

### Milano 1692

Negotiations are under way for this car to be used in Melbourne on the weekend of 26 / 27 October as part of the Lygon Street festival.

### 3 November 2002

This Sunday will mark our first operating day with all our foreign cars in operation. At the time of going to press planning the day's events was still under way.

## Annual Dinner

Our Annual Members and Friends Dinner has been moved back a month from 21 September.

It is now to be held on 26 October 2002 at the Sutherland United Services Club at 7 East Street, Sutherland (opposite the railway station). Gather at 7:00pm for a 7:30pm start. The cost is \$35 per person.

Ms Abigail Goldberg, Chief Executive Officer of Connex (NSW) Pty Ltd, operators of Sydney's Metro Light Rail will be our Guest Speaker.

## F Class 393 Centenary Day – 7 July

For anything to achieve a century in age is cause for celebration, but when that object is one of the most unique and treasured trams in the Museum's collection, then there is even more reason to celebrate. On Sunday 7 July, the veteran tram F 393 was moved from the main display hall and placed in the sun on the depot access tracks as part of the celebrations for the tram's 100th anniversary. In Tramway Avenue, trams that were its contemporaries, C 29 and 290, N 728 and O 1111 maintained the day's services, as if to honour this special tram. They were flanked during the day by up to seven veteran cars displayed by members of the Veteran Car Club of Australia. Visitor numbers were well up on usual, some say the largest crowds since opening day and sometimes requiring up to three trams to carry the loads offering. We even had one family arrive fully dressed in Edwardian period costume.

At 2:30pm our local State MP, Mr Ian McManus, spoke briefly about the tram and the tremendous achievements of the Museum. He particularly highlighted the efforts of the early members of the Museum in securing many trams for future generations to see. Councillor Dawn Emerson, Deputy Mayor of Sutherland Shire, then spoke. She thanked the Museum for the invitation and echoed Ian McManus' comments, again highlighting the amazing achievements of the Museum. Norm Chinn then joined Ian McManus and Councillor Emerson, and together they cut F393's Centenary Cake.

Then followed a cavalcade of seven Sydney tramcars along the Museum's main line to Sutherland, with our special guests travelling on 393, along with the 'Edwardian' family. The cavalcade was expertly commented by Col Gilbertson, who gave an excellent narrative on each tram as it passed the assembled crowd. The F class operated a few more trips for the happy crowds present before once again entering the display hall at the end of a very successful day. Particular thanks must go to the following people who helped make this day such a success; Col and Andrew Gilbertson, Mal MacAulay, Bill Parkinson, Bill Denham, Hayden Holmes, Peter Kahn, Bob Merchant, Bob Cowing, Don Campbell and Chris Olsen.

A group of members of the Bendigo Tramways arrived by bus late on the Saturday, had dinner at the Sutherland United Services Club that night in company with some of our members and spent the Sunday at the museum for the special operations.

## Tramwaymen's Reunion – 11 August

It has been some 15 years since the Museum last hosted a reunion for former employees of the NSW Tramways, so it was with a great deal of pleasure that we welcomed many former employees, their partners and in some cases, their families to the Museum on Sunday, 11 August. An intense tram service was run for the benefit of our guests, once again utilising Hayden Holmes 'Special Event' timetable, and just about every trafficable Sydney tramcar was used at some time during the day.

Through the efforts of Peter McCallum and a group of historians from the Waverley Historical Society, we were also able to record many reminiscences and anecdotes of tramway life on tape. These recordings will eventually be transcribed onto paper with copies being held in the Museum Archives and with Waverley Historical Society. A number of our visitors also bought along, and donated, pieces of memorabilia

to the Museum. The Museum hosted the former employees to a barbecue lunch, once again well organised by Bob Cowing.

Highlights of the day included John Burgess, Ted Davies, Col Rhodes and Ben Barnes appearing in full original DGT uniform; Adam Greaves driving N 728 to Sutherland and return with his grandfather, a former tram driver, on board; and a reunion photograph with O 1111 as the backdrop. The former employees thoroughly enjoyed the day and many took particular pleasure in showing their grandchildren and even great grandchildren their old charges. Once again, this event could not have been organised with the input of a number of people, and thanks must go to Peter Kahn, Geoff Johnson, John Burgess, Peter McCallum, Frank McQuade, Ken Butt, Hayden Holmes and Bob Cowing for their contribution to the success of the day.

## No.3 Substation

The brickwork, including the new tower structure, was completed by 6 July. The old roof frame had been demolished with most of the tiles and timber being saved for reuse. The new roof framing was basically completed a week later but could not be tiled until two new steel strutting beams were obtained and lifted into position to help support the roof loads. This was to comply with current building codes and was in spite of the building getting along just fine without them for the past seventy years or so. On 7 September the tilers sarked, battened and tiled the roof with new tiles being used on the tower roof. By this time the walls had been rendered to match the existing wall finish and all new doors had been fitted making the building secure.

On 14 September a number of sheets of second hand particleboard flooring were removed from storage in the top shed and were lifted up into the roof space of the sub-station to facilitate access for running wires and cables. The concrete floor in the building has been saw cut in preparation for the excavation of the ventilation pit for the rotary converter.

## New Toilet Block

Our builder from the sub-station job had completed the roof framing for the new toilet block in Cross Street behind the workshop by 13 July and had fitted the Colorbond roof sheeting by 31 August. Floor tiles have been laid in the female and disabled sections of the building.

## Workshop Activities

### Berlin 5133 (Ex 3008)

New aluminium mouldings have been fitted to this car below sill level while in the running shed. Brian Hague made a pattern to cast the special shape where the mouldings form a 'V' on the end aprons. Work on this car was completed with the fixing of the older style signage and numbers taking the car back to its original 1969 condition with the exception of the trolley pole.

### Milan 1692

Brian made a brake shoe pattern for this car, which is presently at Preston Workshops.

### O 1111

This car was in workshop pit Road 10 for welding repairs to a cracked motor support. It was out shopped on 29 June allowing 42u to be moved from 9 Road to 10 Road and for Ballarat 37 to enter 9 Road.

### SW2 432

This car was made operable and ran for the first time on 29 June.

### 42u "Gentle Annie"

New steel channels have been purchased and placed in the workshop to enable the deteriorated perimeter framing of this car to be renewed. Stripping of the old bodywork is progressing.

### Ballarat 37

Rusted fascias have been removed and replacement has begun with new materials and some rot in the side framing is being examined.

### P Car 1497

Even though the two bogies from 1497 had been professionally overhauled off site it was found that there was still an excessive amount of play between the axle boxes and the horn ways in the bogie frames. Mal McAulay and Bob McKeever measured them for new shim plates to correct this problem and Pacific Rail were engaged to make them. The plates were not ready until 15 September following which Mal set them up in our horizontal milling machine for final sizing. Welding of the plates to the bogie frames commenced 21 September. During the wait for the plates Bob repinned and re-bushed part of the bogie brake rigging while Mal freed up the brake adjustment turnbuckles and checked all the other pins and bushes. Bill Parkinson cleaned out the fourth traction motor with electrical solvent on 13 July and, a week later, sprayed it with air-drying insulating varnish. Later that day the armature was placed in the big lathe for a light machining of the commutator. This motor was reassembled and tested on 27 July completing the overhaul of the four traction motors for the car.

### Police box

This small building was taken into the workshop for repairs. By 13 July the frame had been repaired and matching weatherboards were fitted to the lower part of the sides. Window frames were repaired and the structure repainted before being relocated to its new position at the edge of the park facing Cross Street on 21 September.

### **Trackwork**

As previously reported, the track from the depot junction points to the south end gate was found to be over gauge. Corrective action was taken by drilling holes every 1500mm and installing tie-bars. After using up all available tie-bars more small angle steel and threaded rods were purchased, cut to length on the power hacksaw and mig welded into 34 additional tie-bars. Thirteen were used to complete the re-gauging work and the rest will be set aside for future use. In the depot yard the 3 Road outer checkrails were moved, cleaned and re-installed on 13 July.

### **General Site Works**

David Cannini was engaged to excavate the 'four foot' of 2 Road and the 'six foot' between 2 and 3 Roads in preparation for further concreting. On the same day he also excavated the internal roadway from the front of 15 Road in the top shed to the side door of 1 Road in the main shed. This section has been formed up ready for future concrete pours.

The last of the rail stacked outside 13 Road in front of the top shed was loaded onto a spare bogie on 9 August to clear this area for permanent track work. The rail was unloaded and placed in new stacks between the depot access track and the railway boundary fence on 31 August.

More donated concrete was placed on the bogie track on 29 June and 23 July, with the final pour on Tuesday, 30 July. The two bogies from 42u and two from scrapped W2, 560 were in place on the bogie track by 31 August. Two drivers cab floor frames from 560 were broken up on 7 September as part of the on-going site cleanup. The roadway between the top shed and the main building received free concrete on 6 July and 3 August.

In preparation for the forthcoming re-arrangement of the top shed, W2 392 was driven out of 13 Road on 14 September to enable stored materials to be relocated. K 1295 was moved to the bottom of the grade in the depot yard where it is not as visible from the adjacent railway. The following Saturday, PR1 car 1573 was moved from

the back of 5 Road so that it will be more accessible for the big shunt. Stored materials leaning on the car had to be relocated and /or disposed of.

### **Electrical Works**

David Cannini was on site again on 13 July to excavate a trench so that the underground power could be extended to two span poles fitted with streetlights to illuminate the head shunt area. This is to facilitate pole changing at night. Progress was slowed by large buried rocks that had to be broken up and this necessitated the continual changing of the bucket and the rock breaker attachments. As a result the cables have only reached the pole nearest to the depot junction points at this stage.

The level crossing received attention on 20 July and wires were run through existing underground conduits between two span poles in the depot yard adjacent to the retaining wall.

Geoff Olsen with Tom Tramby manning the controls of the bucket truck have erected fluorescent light fittings over the aisle ways of the running shed on 27 July, 2 August and 7 September, and over 5 Road on 21 September.

### **Fiat Tractor**

Chris Olsen has welded a new roof frame to the tractor and used it to slash along the Sutherland and National Park lines and the site boundaries prior to the summer bushfire season. He also sprayed the tracks with herbicide on 21 September, and was assisted in this work by Danny Adamopoulos.

### **Donation**

A heavy-duty power hacksaw capable of cutting steel up to ten inches square was donated and delivered by Keith Engineering Sales Pty. Ltd. of Banksmeadow. The machine was most gratefully accepted and will be very handy in cutting rail.

### **Behind the Scenes**

Bill Denham has been doing the design work for the top shed pointwork and for Rawson Loop utilising the single slip from the old site. This has been based on earlier survey work done by Peter Charrett ably assisted by Bruce Worthington.

Tony Cody has been busy sorting and cataloguing our archive material, which is gradually being brought together from various sources and is stored in the compactus on the workshop mezzanine

### **Our Buses**

We are looking for volunteers to attend one Saturday (or even a weekday) at our old museum site in the Royal National Park to help clean up our three double deck buses which are stored there.

Please telephone Peter Kahn on (02) 9665 3820 by Tuesday, 1 October and let him know if you can lend a hand.

### **Obituary**

**Bennet James Parle** 17 May 1931 – 2 July 2002

It is with great sadness that we advise the death of Ben Parle, who passed away peacefully on Tuesday 2 July 2002. Sadly Ben was very seriously injured on 17 August 2001, when he was struck by a motor vehicle not far from his home in Turramurra.

Ben's funeral service was held at St James Anglican Church, Turramurra on Friday 5 July 2002 and was attended by over 50 Museum members and their wives/partners. Mention was made that Ben had known all

eight Rectors of the Church. He was baptised in 1931 later being confirmed at St James and was a server there until 1980 when the Guild was disbanded.

In their moving tributes to their late father, Ben's two sons, Cameron and Jonathan spoke of Ben as a loving generous husband to Megan, a wonderful father of whom they and their sister Alyson were immensely proud, and more recently a loving and caring father-in-law and grand-father.

Both made mention of Ben's commitment to our rail and tramway heritage, including Ben's photographic skills – over the years many publications and videos have included the results of Ben's endeavours. Likewise, that Ben was one of the four founding members of the Society, with Membership Number 3, was mentioned. Jonathan spoke of his father's active involvement with the Society for over 50 years and that the last task that Ben had performed was for the Museum. The writer is also aware that his son Andrew's was the last membership application processed by Ben.

In his reflection to Ben, the Rector of St James, Rev Robert Jones also acknowledged Ben's work for both the Church and the Museum. Both he and Ben's family members were touched by the presence of such a large turnover from the Museum with many traffic staff proudly wearing their museum uniform as a tribute to 'Uncle Ben'.

But it was the many 'behind the scenes' tasks that Ben quietly did for the Museum week in and week out over the years that he will be remembered for.

Not only was he the Membership Secretary, he had served as Treasurer, Assistant Treasurer (a post he still held until his accident). He attended to countless other administrative and accounting duties, which have had to be spread among a number of others over the past 12 months.

Those of us who were close to Ben have and will miss his quick wit, infectious laugh and endless repertoire of funny stories, dirty ditties and riddles – this latter task has been picked up by Geoff Johnson.

Ben is survived by his wife Megan, to whom we pay tribute for the unselfish way she has been there for Ben over the past 11 months, their daughter Alyson and two sons Jonathan and Cameron, his daughter-in-law Karen and granddaughter Samantha, to whom we offer our sincere sympathy.

Col Gilbertson

### Vale Bill Turnbull

Members from the 1970's will remember blind member Bill Turnbull who played a major role in the upgrading of the old site power supply from motor generator sets to silicon diode rectifiers. Bill died recently and the Board agreed to a wish he expressed in his will that his ashes be scattered along the tramway at Loftus. On 3 September his ashes were scattered from the rear platform of C 29 between the Army and TAFE crossings with a number of his friends and museum members present.

### Sick List

Members Bob Cowing, Bob Merchant and David Cooke have all spent time in hospital recently. We wish them all a speedy recovery.

### New Members and Friends

It is quite a while since we introduced our new Members and Friends and this listing will bring us up to date. We wish all our new Members and Friends a warm welcome and it pleasing to note that some of our newest Friends have already joined our workforce.

|      |                     |                   |
|------|---------------------|-------------------|
| 658  | Michael G. Smith    | Hornsby NSW       |
| 2476 | Grahame S. Reid     | Picton NSW        |
| 2477 | Roberta Reid        | Picton NSW        |
| 2478 | Carrie Reid         | Picton NSW        |
| 2479 | Lorna Reid          | Picton NSW        |
| 2480 | Stewart Reid        | Picton NSW        |
| 2481 | David J. Richardson | Bribie Island Qld |

|      |                     |                        |
|------|---------------------|------------------------|
| 2482 | David Young         | Waramanga ACT          |
| 2483 | Lew Stokes          | Sunnybank Hills Qld    |
| 2484 | Neil A. MacLean     | Girraween NSW          |
| 2485 | Bruce M. Harris     | Engadine NSW           |
| 2486 | Peter J. O'Halloran | Bruce ACT              |
| 2487 | Graeme Russell      | Kirrawee NSW           |
| 2488 | John D. Murray      | West Pennant Hills NSW |
| 2489 | Gregory Smith       | Dulwich Hill NSW       |
| 2490 | Jacqueline Smith    | Dulwich Hill NSW       |
| 2491 | Earl R. Ewers       | Canberra ACT           |
| 2492 | Anthony B. Grose    | Hornsby NSW            |
| 2493 | John D. Bateup      | Miranda NSW            |
| 2494 | Terry Thomas        | Kareela NSW            |
| 2496 | Warren C. Howlett   | Panania NSW            |
| 2497 | Evan C. Deacon      | Menai NSW              |

### A 40th Anniversary Invitation

The Brisbane Tramway Museum Society is commemorating with a catered dinner in their new workshop building the 40th anniversary of the destruction by fire of Paddington Depot. The date is Saturday, 28 September 2002 and the cost is \$21 per person. If any of our members / friends are interested in attending, please contact the museum on the answering machine on (07) 3351-1776 or (07) 3289-0139 or by e-mail to peter.hyde@bigpond.com . Please indicate how many people will be accompanying you.

### Tasmanian Museum turns Forty

The Tasmanian Transport Museum Society turned forty in June 2002. David Jones in an article in the Society's newsletter for September 2002 describes the founding of the museum:

"The TTMS was the pioneering organisation in Tasmania whose aim was to preserve the State's transport heritage. It was formed at a time when there was little community interest in such schemes and unfortunately this extended to official quarters. It was through the dedication and perseverance of a handful of young men with the help of a few sympathetic officials that the society survived, grew and became the catalyst [in Tasmania] for other organisations which followed.

"Its origins go back beyond 1962. In the late 1950s moves were being made by interested groups to preserve tramcars representative of urban transport in Sydney, Melbourne and Adelaide. Despite their own endeavours locally the NSW Branch of the Australian Electric Traction Association in 1958 made enquiries to the MTT in Hobart regarding the possible preservation of tramcars. Nothing positive appears to have happened until the last months of Hobart tramway operations in 1960. John Chesworth, a local member of the AETA, represented that organisation in negotiations with the MTT regarding preservation of a tramcar. John was joined by three other young men: Ian Cooper, Peter James and Jim Stokes who together had published a booklet entitled *The Electric Tramcars of Hobart*.

"Their efforts were rewarded when on 30 September 1960 the MTT advised donation of tram 141 on condition it be removed almost immediately from the City Depot. The Tasmanian Government Railways agreed to store the tram but removal from the depot to the railway system was to cost £80. This was a significant sum in those days for the young group but with a donation of £50 from *The Mercury* newspaper and the sale of destination blinds the move took place on 15 October 1960.

"The long-term future of the tram was now to be considered and serious thought was given to transporting it to either Melbourne or Sydney. High shipping costs seemed to rule out this proposal. The AETA suggested that a local organisation be found along the lines of a transport museum so that other forms of transport then vanishing could be preserved. Investigations proceeded and on 24 June 1962 the inaugural meeting took place establishing the Society with the aim of preserving all forms of Tasmanian transport."

# SPER NEWS

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

PO Box 103 Sutherland NSW 1499

Editor: Michael Giddey

## Remember our Members and Friends Barbecue

To be held jointly with the Australian model Railway Association on Saturday, 7 December

2:00pm until late. Bring your own everything.

Casula Hobbies will have a sales stand during the afternoon

### Museum Positions

Your Board of Directors is:

Howard Clark .....Chairman and Treasurer  
 Gregory Sutherland..... Vice Chairman  
 Robert Merchant ..... Society Secretary  
 Robert Cowing.....Director  
 John McFadden ..... Director  
 David Rawlings ..... Director  
 Thomas Tramby ..... Director

The Board has approved the following positions and office-holders:

Accounts Payable Officer ..... Robert Merchant  
 Archives Officer ..... Anthony Cody  
 ARPG Delegate ..... Peter Kahn  
 Assistant Treasurer ..... John McFadden  
 Assistant Works Manager..... Thomas Tramby  
 Chief Engineer..... Richard Clark  
 COTMA Delegate..... Robert Merchant  
 Curator of Exhibits ..... Norman Chinn  
 Draughtsman..... David Bennett  
 Electrical Engineer..... Gregory Sutherland  
 Electricians ..... Geoffrey Olsen  
 ..... Christopher Olsen  
 Functions Co-ordinators ..... David Critchley  
 ..... Colin Gilberston  
 Government Liaison Officer..... Dale Budd  
 Grounds & Amenities Officer..... John McFadden  
 Group Bookings Officer ..... Ronald Ham  
 Heavy Vehicle Maintenance Supervisor..... Kenneth Butt  
 Heritage Workshop Supervisor..... Brian Hague  
 Induction Officer ..... John McFadden  
 Membership Secretary ..... *Vacant*  
 Minutes Secretary ..... Peter McCallum  
 Motor Vehicle Maint'nce Supervisor .... Christopher Olsen  
 Operations Manager..... David Rawlings  
 Operations Statistics ..... Donald Campbell  
 Overhead Supervisor ..... David Rawlings  
 Paintshop Supervisor ..... John Matts  
 Power Supply & Distribution Supervisor ..... Peter Hallen  
 Public Relations Officer ..... Peter Kahn  
 Roster Clerk..... Frank McQuade  
 Security Officer ..... David Rawlings  
 SPER News Editor..... Michael Giddey  
 Stores Superintendent ..... Thomas Tramby  
 Technical Services Manager..... William Parkinson  
 Timekeeper ..... Donald Campbell  
 Track Supervisor..... Thomas Tramby  
 Traffic Manager ..... Ian Saxon  
 Trolley Wire Editor..... Robert Merchant  
 Works Manager ..... Robert Cowing

### YMCA Façade

There has been little activity since the stonemasons finished their stage of the work in August.

Builders responsible for fulfilling their contractual obligations to complete the staircases, brick walls and roof of the supporting structure have shown a reluctance to return to the site despite strong efforts by our structural engineer Alan Wright. Regrettably until this aspect of the work is resolved we are stuck with the inconvenience of the site fencing.

Meanwhile, the developers who have responsibility for the façade erection have now accepted that ground floor columns form part of the complete façade structure and are seeking quotations for these works.

The original signage from the building, which was stored at Moore Park with the stone, appears to have been lost in the moving process along with five of the 18 leadlight crown windows. Developers will arrange for replica signage to be prepared. However, at this stage they have not accepted responsibility for the missing windows. This means we only have 13 of the necessary 20 leadlights for the building, some of which are in need of major repair. Most of the windows were painted over in recent years. It has been a painstaking task (because of the hand painted patterns in the glass) of up to six hours per window to scrape the paint off using a small screwdriver before they can be delivered to the leadlight contractor for repair.

Replacement sashes for the larger panels in the windows, along with the seven replacements for the remaining leadlights also need to be funded from museum sources. Donation of funding of approximately \$15,000 is required to meet these costs.

### Milano 1692

This car had its third outing on Melbourne tracks during the weekend of 26/27 October as part of the Lygon Street Festival. The car operated during the afternoons on a half hourly service along Lygon Street between Brunswick Road crossover and Elgin Street. Again it proved a very popular attraction and sentimental favourite with the ex-patriot Italian community. Thanks are due to the staff of M>Tram for their participation in what was a great public relations exercise.

Alstom, who are the operators of Preston Workshops, are machining the spare bogies for this car to Melbourne standards and doing a brake shoe changeover on 1692.

### Bendigo

Due to space problems at Bendigo and following changes to the management of Bendigo Trust and a review of its policies, the Sydney Tramway Museum has been

requested to remove R1 class 1951 and Hobart 20 by 31 January 2003, unless we can finalise a suitable restoration programme with them and arrange for works to commence by this date. Quotes have been received for these restoration works on a phased basis over several stages. Both projects will need sponsors to the extent of \$20,000 each for the first stages to commence.

### **Melbourne Z type tram**

Approximately 60 of these trams are to be decommissioned before 31 December 2003. The Department of Infrastructure, Victoria has offered one of these second-generation modern tramcars to us along with spares. This recognises our status as a National Tramway Museum and its acceptance allows us to enjoy Department of Infrastructure support for the continued storage of three of our cars (Milano 1692, Sydney R 1808 and Berlin 3007) on the Melbourne system for potential occasional heritage use in that city. DoI will retain Z cars 1 and 101 as part of the Melbourne heritage fleet. Car 74 has gone to Bendigo and car 5 is going to the Tramway Museum Society of Victoria at Bylands.

### **Hawthorn Depot**

This building, which is scheduled for an official opening on 15 December 2002, will be the future home for most of Melbourne's heritage fleet. Eight cars were moved from Preston to Hawthorn on 16 November with further cars just prior to the opening, thus freeing up space at Preston for other uses.

### **P 1497**

Work continues on the bogies for this car. In addition up to five pairs of concertina blinds for this car need replacement before it can be returned to service. As an exact colour match of the canvas is no longer possible Peter Kahn has come to the rescue and, with the donations for doors already on hand, has sponsored the balance of the cost of the eight pairs of doors required to refurbish one side of the car.

### **Heritage funds**

As there is no prospect of heritage grants or funding being available until at least mid 2004 the museum will have to find other ways of helping fund any future major restoration projects. As a separate item an appeal letter has been included with this newsletter seeking financial support for a number of prospective projects. Donations, however small, towards these works will be gratefully received.

### **Pointwork / overhead fittings**

Through COTMA the museum has procured some additional four sets of double bladed points for use in the yard or elsewhere at the museum. Overall costs for securing and transporting the points to Loftus is approximately \$2000 which needs to be found. Bendigo Tramways are making available for a small donation some pantograph compatible overhead fittings for use in the depot yard and over the scissors crossover.

### **Operating costs**

These continue to rise and are placing increasing burdens on our resources. Insurances of all types are the main culprit and in the next twelve months will account for about 45 cents in each dollar collected from visitors to

our site. Hence from 1 January 2003 it will be necessary to increase our entry fees to the museum. The Board has approved the new charges as follows:

### **Rearrangement of the Top Shed**

Preparations for this project started many months ago with the removal of rail stacks and other stored materials from the yard in front of the top shed. A huge amount of materials stored inside and on top of the ABV (Arnott's Biscuit Van) body, on the rotary converter and around the numerous trams had to be moved on the day. This included cars in both the main building as well as the top shed. Spare Berlin windows and a stack of fluorescent light fittings were taken off the roof of the ABV and stored in the racks at the back of the top shed while other materials were put onto pallets and placed in the racks where possible. A considerable quantity of absolute rubbish was also disposed of.

On Saturdays 19 and 28 October, W2 392 towed O/P 1089 outside to allow access for the forklifts to move some of the heavier items. The big clean up continued with Tom Tramby and Chris Olsen working until midnight on Thursday, 31 October 2002.

Work started at 6:00am the following morning as a mobile crane was expected at 7:00am and a lot of trams had to be moved in a carefully choreographed order. This saw K 1295 parked in the depot yard to allow 392 to tow 1089 out of 13 Road in the top shed along with the various motor vehicles from 12 Road. As it turned out the crane got caught up in a monumental traffic jam on the M5 and didn't arrive until about 10:00am. An 18 tonne Franna crane was selected as it is highly manoeuvrable and ideal for working in tight spaces with low headroom.

The first job was to lift the ABV body off the spare Brill 21E truck (ex D scrubber 137S, later known as Brisbane 16). The crane 'walked' it out of the top shed and down into the depot yard where it was placed on two unmotored W2 shop trucks. It was later propelled and towed by SW2 432 to a position south of the Railway Square Waiting Shed behind Munich 2656. It had been planned that the NSW Rail Transport Museum would have a truck on site so that the van body could be loaded by the crane and taken directly to Thirlmere. However, their available members would be tied up preparing a tour train and would not be able to unload it on that day. We decided to proceed anyway and they will make their own loading arrangements later. It is hoped that this will happen sooner rather than later.

The next job was to lift the 21E truck from 14 Road over to 12 Road and then to lift C car 33 off the timber-framed shop truck that it has been sitting on since it arrived from Maitland and to place it on the 21E. Car 33 was then rolled back to its position at the back of 12 Road. The rotary converter, complete with the spare No. 13 bogie that it was sitting on, was lifted from 14 to 13 Roads. It was then carefully rolled down to the depot yard and was placed at the back of 2 Road where it will be more accessible for its forthcoming move to the No. 3 substation.

During the brief period when the rear of the top shed was clear of vehicles, the opportunity was taken to use a forklift to rearrange some of the pallets in the racking at the back of the shed to make some more room. K car 1295 was then propelled up to the top shed and was lifted from 13 Road to the rear position on 14 Road behind C12 and D117. PR1-1573, which had been in 6 Road, was then

propelled up into 13 Road by 392 after which the various motor vehicles were driven back into 12 Road.

The crane then relocated the underframe of the BHP flatcar and carried the spare O bogie and four spare motored W2 bogies from south of the Railway Square Waiting Shed and placed them on the new bogie storage track outside the top shed. It then proceeded to the northern terminus where some pointwork was loaded onto 99U. The crane was then signed off after a very successful day.

This operation achieved a number of goals including getting 1295 under cover and out of the public gaze. The relocation of the bogies has also improved the appearance of the area near the waiting shed while a major clean-up of materials was achieved in both sheds. The floor of the top shed was even swept and vacuumed while the opportunity existed and is cleaner than any time since the concrete was laid. Our industrial vacuum cleaner is a very useful item of equipment.

### **New Acquisitions**

Four W2 bogies modified as shop trucks for Z cars were received in late October. Two have been stored at Loftus Junction while the other two are now under the ABV.

David Bennett donated a large quantity of 10 x 2 sawn Oregon. This material was removed from a factory building that the Australian Model Railway Association has purchased as part of relocating from Rockdale to Mortdale. It has been stored near the back door of the main building and it will most likely be used in setting up some of the future displays.

David Rawlings has donated a quantity of round and square hollow section steel.

### **Car News**

Rusted fascias on Ballarat 37 have been repaired, some side sheeting was removed for frame repairs, handrails, windows and some beading were removed, cleaned and refitted and filling, sanding and priming are well under way.

Stripping of the cabs and most of the timber decking from the underframe of 42U (alias 42ss, L707 or 'Gentle Annie') has been carried out as time and circumstances allow.

### **Site News**

The builder has completed the work on No. 3 substation. Our own workforce will do the finishing work as time permits.

Floor tiling, plumbing, the fitting of WCs, doors and the urinal and basins have been completed for the new toilet block and the bullnose brick kerbing outside has been laid. As we go to press internal painting is being carried out by John Matts.

On 9 November, cars 1979 and 948 were taken out of Road 5 to allow access for the bucket truck to erect more lighting over the front section of the display hall. Wiring and fitting of lights in the new toilet block have also been completed.

On 2 November a section of track near Loftus Junction was found to be over gauge. Twenty-one sleepers were respiked to correct the problem. Further trackside slashing has been carried out with the Fiat tractor as well as weed spraying and pruning of overhanging branches.

In the depot yard some further concreting has taken place. However, deliveries of free concrete are not always

available when we want it! Some short pieces of rail have had parts of the foot trimmed and they have been used to make a Sydney style track drain across 2 Road and the 'six foot' between 2 and 3 Roads. The railway wharf lever on the 3 Road points seized up again and it was decided to replace it with a throw-over lever rather than waste any more time with these troublesome units.

### **Working Hours**

Members and Friends put in 14,697 working hours at the museum in the last seven months. The monthly hours totals with the number of Members and Friends participating are:

|                |            |                  |
|----------------|------------|------------------|
| April 2002     | 2151 hours | 75 participating |
| May 2002       | 2264       | 69               |
| June 2002      | 2374       | 69               |
| July 2002      | 2008       | 68               |
| August 2002    | 2060       | 80               |
| September 2002 | 1867       | 65               |
| October 2002   | 1973       | 75               |

It should be noted that these figures are for work performed at the museum only. It does not include the large number of hours put in at home by our Roster Clerk, Treasurer, Group Bookings Officer, Secretary, Accounts Officer, Membership Secretary, Trolley Wire and SPER News Editors and others.

Works (maintenance, construction, etc) accounted for 8509 hours and Traffic Operations 4672 hours over the seven-month period, with administration and other duties at the museum making up the remainder.

It is also pleasing to note that some of our newest Friends are participating in our work program. Thanks, Graeme, Terry and Warren.

### **Leaving Us**

Jim Jowett, one of the stalwarts of our weekday team, has moved from Sutherland to the South Coast to be closer to family. It means that he is now too far away for daily travel to the museum. Jim is one of those quiet achievers who, when given a job, just got on with the work without any fuss. Our weekday work team will miss him.

### **Archive Donations**

Donations to our archives of books, magazines, photographs and sound recordings have been received from John Green, Graham Ahern, David Cooke, Jim Beeney, the late J.L.N. Southern and the late Bill Turnbull in recent months. These donations are most gratefully accepted. They add to and help to complete our collection of tramway material from around the world.

### **Uniform Caps**

The suppliers for our traditional uniform caps, Keepshape Headwear, have asked that we supply the brown material when we place an order. It appears that we are the sole organisation in Sydney to use this style of brown cap. To assist members of our Traffic team to meet this need, Peter McCallum has bought enough material for a dozen caps. He is happy to cut this into lengths of 35cm and post it at cost price to members. Peter includes precise directions on where Keepshape Headwear is located (near Lewisham Station). He will send the package out and you can pay him later. The cost is \$6.00 for the material and \$2.40 for the postage and B4 heavy envelope.

Keepshape's cost of making a cap with material supplied is \$108.90 including GST. Peter can be contacted on 0408 938 747 (day), 3987 3626 (home) at 458 Bronte Road, Bronte 2024 or by e-mail: [pncallum@ozemail.com.au](mailto:pncallum@ozemail.com.au).

### Annual Dinner 2002

The 50 members and friends who attended this year's Annual Dinner at the Sutherland United Services Club were treated not only to some excellent food, pleasant surroundings and good company, but also a very interesting and enlightening presentation by Abigail Goldberg, Chief Executive Officer of Metro Transport Sydney, owners of the Sydney Light Rail system.

Ms Goldberg opened her presentation by explaining the relationship between her company, Metro, who own the light rail lines and equipment, and Connex, a totally separate company, who operate the line. This came as quite a revelation to most of us, who believed the two companies were one and the same. Then followed a brief history of the line, from its start in 1998 through to the extension to Lilyfield and to today.

Abigail presented some interesting facts on the line, such as how ridership had changed from 90% leisure and tourist passengers before the extension, to the current mix of 70% commuters and 30% tourists today. Other interesting details included the fact that the average age of riders was 36 years old, the mix of passengers was approx 60% male and 40% female, it is considered a safe mode of transport due to the use of conductors, and that most riders listened to the new Sydney radio station Nova FM!

Ms Goldberg then briefly looked at other modern tramway systems around the world and how their experiences were providing valuable lessons for Sydney. She noted that new systems in such cities as Portland, Croydon, Lyon and Strasbourg had delivered important economic and environmental benefits to those cities. Not only had public transport patronage increased but city parking usage had decreased. Surprisingly, retail sales figures in shops along the new light rail lines had jumped some 15%, while there was also significant environmental improvements, including decreases in air pollutants, noise pollution and visual pollution (through beautification and urban regeneration schemes that accompanied the new tramlines.)

Finally, we were given an insight into the future of Light Rail in Sydney. It was explained that while many of the arguments against the expansion of light rail in Sydney had disappeared, there were still many hurdles to overcome. However Ms Goldberg was confident that the current small system would expand. The major aim is for a line through the CBD to Circular Quay. We were then shown a diagram of another four or five proposed suburban extensions, but if you think I am going to reveal them here, you are going to be disappointed. Maybe you should have been at the Dinner!

The presentation concluded with questions from the floor, all of which were very capably answered by Ms Goldberg. Dale Budd proposed a vote of thanks to Ms Goldberg and presented her with a small tribute from those present. Finally, Ms Goldberg was asked to draw the lucky door prize, which this year was a fine wall clock featuring a coupled set of E class trams on the face. This prize was generously created by Alan Marshall and won by Bob Barracluff.

This year's Annual Dinner proved to be another entertaining and enjoyable night. Thanks must go to Peter Kahn, David Critchley, Bob Merchant, Les Coghill and Alan Marshall for their efforts in organising the Dinner. Our thanks also to the Sutherland United Services Club who generously donated the use of the room as a community service. Lastly, a special thank you to Abigail Goldberg for not only agreeing to be our special guest but for also giving us a most

interesting and informative presentation and a better appreciation of Metro Sydney Light Rail.

– David Critchley

### Book Review

#### *A Trolleybus to the Punch Bowl*

by Phillip J. Taylor, Triangle Publishing, 2002

Hardbound with jacket. 200 pages A4 size.

394 photographs (24 in colour)

\$75.00 from the Sydney Tramway Museum Bookshop.

Mail Order postage within Australia \$8.00

The Manchester area provides a great wealth of interest for the tramway and trolleybus enthusiast. During the first half of the twentieth century one could travel on an extensive electric road passenger network from Liverpool's Pier Head east to the foothills of the Pennines and as far into Cheshire as Hazel Grove and Altrincham.

Along with Manchester Corporation, the third largest British tramway undertaking, there were the tramway and trolleybus systems of Liverpool, Wigan, St Helens, Bolton Bury, Rochdale, Ashton, Salford, Stockport, the SMHD Joint Board and the South Lancashire Transport Company Ltd (SLT).

While much has been written about the tramways of Lancashire, not much has been written about its trolleybuses. *A Trolleybus to the Punch Bowl* sets out to redress this situation with a comprehensive review of the trolleybuses and routes of the SLT between 1930 and 1958. The SLT operated a wide-ranging trolleybus system in industrial South Lancashire, connecting the towns of Atherton, Bolton, Farnworth, Swinton, Leigh and St Helens, using a fleet of Guy BT and BTX Trolleybuses, later assisted by Leyland TTB, wartime Karrier W and postwar Sunbeam MS2 vehicles. Amazingly, some of the 1930 Guy trolleybuses could be seen in regular service right up until the end of services in 1958.

The author has meticulously collected almost 400 photographs in this book and brought them to life with descriptive captions and anecdotes. The book takes you on a journey along each of the trolleybus routes with a series of views of important landmarks, street scenes, short workings, overhead fixtures, depots and termini. One of the most interesting is the Atherton to St Helens route, which was jointly operated with trolleybuses from the St Helens Corporation. All 71 trolleybuses operated by the SLT are illustrated; as well a number of other trolleybuses that were trialed on the SLT by the nearby Leyland Motor Works. Other chapters cover the abandonment of the system, a trolleybus fleet history, a section of colour photos of the SLT in the 1950s and a chapter on destination indicators, stops, service vehicles and tickets. You will certainly be a fan of the SLT after reading this book.

One criticism is that the significance of the 'Punch Bowl' in the title is never fully explained, although I suspect that this may not be a problem for SLT locals. That being said, this is thoroughly recommended reading for anyone interested in trolleybuses or in electric street traction.

This book is currently only available in Australia through the Sydney Tramway Museum's bookshop and in a very limited number only.

– David Critchley

### An Interesting Visitor

An interesting visitor to Sydney will go on display at Circular Quay. It is a Bombardier-built light rail vehicle from Portugal and will be on display from 1 December to 13 December before going to Melbourne. It will not be operated in Sydney but may well see a day operating on Melbourne's City Circle service whilst there.