

SPER NEWS

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

PO Box 103 Sutherland NSW 1499

Editor: Robert Merchant

Sydney Vintage Tramway Festival – 26-27 February

Welcome aboard

We welcome the following new Friends to our ranks:

2732	Bounds, Jeffrey E.	Armadale Vic
2733	Hedditch, John	Pymont NSW

We welcome the following new Shareholders to our ranks:

674	Anderson, Robert	Macquarie Fields NSW
675	Dreves, Joshua D.	Loftus NSW

Robert and Joshua have transferred from our Friends membership.

Sydney Vintage Tramway Festival 2011

This year's Festival is fast approaching and excitement is building on what promises to be a great weekend. We have visitors from every State in Australia attending as well as from New Zealand, the UK and the USA and I am getting enquiries every other day about the Festival.

The essential ingredient for the success of the Festival is you! We need every Member and Friend to volunteer during the weekend. If you are not part of the Traffic team, we need YOU. In the week leading up to the Festival we need to clean and prepare the trams and Display Hall. On the weekend of the Festival, aside from Traffic Staff, we need ticket sellers, bookshop assistants, kiosk assistants, we need Members to supervise the 'chalking' of R1 1979, and sell cold drinks outside of the kiosk (to relieve pressure on our small kiosk. There are many jobs to do, so make sure you keep this weekend free to be at the Museum.

We would especially like to see a few teenage 'paperboys' in period costume come along for the two days. Paperboys are a fondly remembered part of the tramway story and we would be thrilled if a few teenagers could fill the role for us. All other Museum Members are encouraged to come in period costume if you have something available – Victorian era to the 1930s for Saturday and 1940s and 1950s for Sunday. Please help create the atmosphere of bygone Sydney.

David Critchley, Co-ordinator

Track relaying work

The welding and fabrication of the new Depot Junction points has been completed as far as possible while leaving them in two parts to facilitate moving the sections into position with the forklifts. In the meantime Greg Sutherland and the CSO 'volunteers' are continuing hand excavation of drainage pits for the new points and the extension of the trench for the stormwater pipe, electrical conduits and the 50mm water line that will eventually carry roof water from the proposed Loftus Junction shed for use for lawn and garden watering on site. Four consecutive days in early February are earmarked for the relay of the points. David Canini's excavator has been booked to assist.

Work commenced on 5 January on the left hand Sydney point which will form the southern end of the double track and components from our Old Site east branch points are being used. These are being de-scaled, wire brushed and primed. The stock rails have been crowed to straighten one and to bend the other to change it from right handed to left handed. Old steel beams have been cut into 'T' section point 'timbers'. This left hand point will soon be laid in conjunction with the up-coming relaying of the eastern track from the Railway Square Waiting Shed to the Depot Junction.

Some more surplus concrete has been laid along the highway side of the eastern track to the point where we have had to re-commence concreting the new western track north of Pitt Street after many months as we are running out of places for concrete at the moment. Some levelling and formwork was carried out near pole 107 to allow for further pours in this vicinity.

Railway Square Waiting Shed

Rod Burland morticed the new top and bottom chords for the central parallel chord truss for the Railway Square Waiting shed and fitted the turned herring-bone strutting which is an architectural feature of this historic building.

On 8 January the first new 300 x 300 hardwood post was erected followed on 12 January by the truss being lifted into position and propped. The second post was erected and fitted to the truss on 15 January.

Overhead

On 4 December Danny Adamopoulos and David Rawlings three full cross spans were erected between their rosettes, over Cross Street to the poles in the park. One span was attached to its rosette in Tramway Avenue.

On 8 January overhead frog at the western end of Cross Street was attached to the Depot Main trolley wire and pole clamps were attached to poles 11 and 13.

Work is continuing on the frog at the eastern end of Cross Street.

Display Hall

The new display panels across the display hall doors are complete and are now being painted.

Sydney C class 37

The end platforms of both ends of C37 have been completed. The side rubbing timbers that protected the side panels from glancing contact with other vehicles have had new pieces of timber spliced into them to replace rotted parts.

The first traction motor has been test run successfully and the second one has been dismantled for overhaul. New saloon window sashes and new timber framing for the enclosed cab have been received from Ross Tregear's

joinery works. The ex-New Zealand trolley bus air compressor for the car has been re-furbished and Terry has turned up a new set of spring guide pins for the Peckham truck for the car.

The 33-inch wheels for C37 come from a Melbourne W3 and have been reprofiled with Sydney type flanges. The journals have been re-turned to 3½ inch diameter to take the Peckham brasses and have Brill style grooves in the ends to take check plates. The suspension bearing journals have been metal sprayed and machined to take the MV 101AZ suspension bearings.

The Peckham truck frame was trucked to Parkes on 19 January, along with seat frames and other bits off AEC double-decker 2619, to be sandblasted. The truck and bus parts returned on Friday, 21 January.

Ballarat bogie car 37

The painting of Ballarat 37 is complete and the car now awaits its turn in the workshop for its mechanical and electrical inspection.

Sydney O class 1111

O 1111 rolled out of the paintshop on Saturday, 15 January looking very smart in its new green and cream livery.

Sydney OP class 1089

Ian, Peter, Joseph and Raoul have transferred their painting skills back to 1089 now the work on 1111 is complete.

Other car news

On 1 January our temporary loading ramp was erected on the eastern track just south of Cross Street. This allowed H car 357 to be loaded onto Mario's low loader on 13 January for transfer to secure off-site storage in Canberra for the time that O car 805 is at Loftus.

357 apparently didn't want to go. The compressor valves were sticking and not enough air pressure could be raised to release the spring brakes. It had to be dragged out of Road 14 in the Top Shed on 8 January to a position where H358 could couple to it to pressurise the air system so its brakes could be released. The move was postponed to 13 January due to the non-availability of cranes in Canberra the previous week.

D117 was moved to Road 15 and the work bench for the cable dummy restoration project was placed on 14 Road. The grip car has been extensively dismantled by Terry and Warren in preparation for the renewal of most of the timber underframe which is now up-side down.

Road and other vehicles

Many months of frame repairs, re-sheeting and preparation of AEC double deck bus 2619 allowed painting to be carried out by Craig Parkinson's uncle, Barry Mossop. He only had a limited time in Sydney over the holidays and at least six times he and Craig worked over night to get the job done.

The external green and cream with brown roof and the ceilings and stairwells were finished by 6 January after which attention turned to the black lining which was sign-written without the aid of any masking tape. The external numbers have also been applied. The painting is done to a very high professional standard and the bus is looking like new.

Our Bedford tower wagon once again attended Motorfest in the city on Australia Day, 26 January. Geoff Olsen reports the truck was well behaved as usual, exhibiting a quality well known to the operators of British vehicles in the colonies: the engine ran cool whilst the crew overheated!

The grader blade attachment for the tractor which was donated some time ago has been repaired and is now operational.

A new battery and charger has been installed on forklift No.2. The charger is the same as the one previously installed on forklift No.3.

Level Crossing

The bell on the western side of the highway has been replaced as it was defective. The old one has since been repaired and is now a good spare. A defective lamp holder was also replaced on this same signal.

The southbound advanced warning lights were also realigned after they were hit by a motor vehicle.

South end storage

We have moved a step closer with Sutherland Shire Council for our DA to erect our planned storage building at the south end of the site. We have about eight council issues to address, along with a decision to abandon plans for erecting the Enfield water tower adjacent to the trees at that south location. Instead, we will later revert to the original plan to erect the water tower near our north end gate at Pitt Street, as this may be more acceptable.

Arrival of O class 805

After about three days, our Chairman finally managed to get most insurance issues with 805 resolved. We finally secured a marine policy with Allianz for \$1,430 covering transport from Castle Hill to Loftus. Most insurers, it seems, do not want to know about trams! This cover was obtained around 5:30pm on Tuesday, 25 January.

Katrina from the Powerhouse Museum, who is on holidays at present, spoke with Howard Clark several times during the day and finally at 7:45pm she secured the go ahead for the move, after getting agreement from two other senior executives after hours. We are indeed fortunate to have such a helpful person dealing with this, particularly when on holiday.

Bill and Craig Parkinson headed for the Castle Hill facility on 27 January to assist Mario with the loading of the tram, which was completed by 9:30am. Departure for Loftus was after clearway hours ceased at 10:00am. Arrival was at 11:30am with a short wait for a visiting tourist coach to depart.

Unloading commenced at noon and 805 required a little manual assistance to climb over some uneven sections of the 'track' on the truck. A derailment of the leading wheels when descending the ramp enabled the Engadine Fire Brigade to enthusiastically participate in an offer for a rerailing 'training' exercise. All wheels were on Loftus rails at 1:51pm and O car 1111 was coupled up for the trip to the workshop. Hand pushing off the traverser into the workshop showed that 805 was a little stiff and the assistance of a forklift was required to complete the operation.

Car 805 will be thoroughly examined electrically and mechanically before approval to operate over the museum's lines is given.

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Sydney Vintage Tramway Festival 2011 – Report

Since 1991, the Sydney Tramway Museum has regularly featured a vintage tram festival in one form or another. These have been a drawcard for both the enthusiast and the public alike.

However, over time attendances began to dwindle for such events. We are indeed fortunate that back in 2001 a committee was set up to look into boosting passenger numbers and improve our marketing strategy for these events. This was the work of some of our members, David Critchley and Col Gilbertson among others. Over the last decade, our fleet of trams has grown considerably, and that, coupled with better track access, new ideas on publicity and a proven formula for event dates has it possible to organise other types of events including an International Tramway Festival, Trams after Dark and period based events such as 'Edwardian Day' and 'Sydney in the Forties' to name but a few. All of these promotions have boosted our revenues considerably and at the same time raised the museum's public profile.

The 2011 Sydney Vintage Tramway Festival was to prove that the many years of hard work by all our many dedicated members in various spheres has paid off. One can only say that this event, attended by nearly 10,000 people over two days, would have to be the mother of all tram festivals!

David Critchley established a working committee to plan the event back in 2009. One of the many proposals suggested at early committee meetings was to approach the Powerhouse Museum for a loan of O type tram 805. The approaches and negotiations were skilfully organised by our chairman, Howard Clark who had made tentative enquiries about a loan of 805 as early as 2007. There were, though, many obstacles to be overcome over the course of twelve months to ensure that the tram could be made available for display purposes. These included transport and insurance.

By January 2011, the Powerhouse Museum advised that 805 would be made available for the Festival, but the added bonus would be that the museum could undertake an engineering evaluation with a view of making 805 operable for the occasion. It is important to remember that 805 had not operated in more than 50 years! Additionally, 805 would be able to carry passengers and operate coupled to the other tramcar of the O type, 1111. Many hours of work, led by Bill Parkinson and painstaking negotiation by Howard Clark continued throughout January and February to ensure the tram could operate and with less than twelve hours before the Event started final agreements and insurance cover were obtained.

The herculean task of staging the 2011 event does not stop there. Even a few weeks before the event; the entire Tramway Avenue tracks were not ready, Depot Junction was nearing the end of its life, there was no overhead in Cross Street, Railway Square Waiting Shed was virtually unusable, we could not drive a double decker bus between Loftus and Sutherland due to low hanging tree branches, the Museum gardens were in need of much tender loving care and we had a newly arrived O class in an unknown mechanical and electrical condition. Yet by the Saturday morning, trams could be driven along the full length of Tramway Avenue, Depot Junction had been replaced and concreted, the overhead was up around Cross Street, Railway Square Waiting Shed was repaired, painted and looking immaculate, the 'deckers could get to Sutherland, new plants adorned the freshly weeded gardens and a 50 year dream of running coupled O class trams at the Museum was realised.

Thank you to the many Museum members and friends who made this possible. It was no mean feat for any group of volunteers.

In the months leading up to the 50th Anniversary, the Museum's well oiled publicity department went into overdrive aided by the current media interest in trams and the prevailing climate in relation to light rail extensions in Sydney. Various media outlets, including radio and newspapers, gave us a badly needed boost. A popular UK based vintage transport magazine published a two-page colour article on the Museum's activities, giving us, and the Festival, international publicity. Even the historic event of 805 being moved to Loftus saw a special featured article in the *Sydney Morning Herald* complete with a large coloured photograph. Our publicity reached local papers, which published even more photographs of Sydney trams. In some instances, we managed to obtain two different write-ups in the same paper. Well to the fore were the radio stations that gave us great assistance with advertising our festival as a community event. All this attention was amazing considering we only spent around \$70 on publicity.

The festival was something special, too. It was a step back in time, almost to the very day that trams ceased running through the streets of Sydney 50 years previously. For the first time, it was decided to spread the festival event over two days, with Saturday, 26 February covering the early years of Sydney's trams, and Sunday, 27 February, covering the post war years to 1961.

The Festival was supported by a number of outside groups who added variety and interest across the weekend.

The NSW Railways Band played traditional favourites on the Saturday but, due to the heat, they could not perform at their usual location under the signal box and retired to a shadier spot in the Railway Square Waiting Shed.

Coleman's Miniature Railway operated with '3807 – Gordon', a blue-painted steam outline locomotive, over a circle of track in the picnic area. This is the first time a miniature railway has operated at the Museum, and it proved a big hit with our littlest visitors. It also evoked happy memories for our older visitors as miniature railways were a popular attraction at many Sydney beaches and family picnics in the 1940s and 1950s often included a tram ride to the beach and a ride on a miniature railway.

The Sutherland Historical Society mounted a display of historic photographs in the Miranda Waiting Shed. Fittingly, the display featured the Cronulla-Sutherland steam tramway and included a number of never before published photographs of the tramway, which celebrates its centenary this year.

The NSW Steam Tram and Railway Preservation Society also mounted a small display of its activities at Valley Heights near the signal box.

The Sutherland Credit Union set up an Art Exhibition in Lakewood Park, including an 'Artist-in-Residence' who painted a view of Tramway Avenue during the Saturday. The painting was raffled over the weekend with the proceeds donated to the Museum. The raffle was won by Glenys Knowles of Engadine, who was on site on Sunday afternoon to accept her prize with delight.

A c1914 Model T Ford ladder truck used by councils and electric supply companies and restored by Energy Australia apprentices was on display near the signal box. It has a tramway connection in that tramcar builders Duncan and Fraser in

Adelaide built its bodywork. Museum member, and one of the apprentices that worked on the restoration, Robert Norton, arranged for the truck to be bought to the Museum for the Festival weekend.

Joining the Model T on the Sunday were four 1950s Holdens from the FE and FJ Holden Car Club, organised by Bruce Burgess. They looked the part beside the Sydney corridor trams.

The provision of refreshments over to the two days was overwhelming. Long queues were the order of the day both for our kiosk manned by Perth based member, Bob Pearce, and a well-patronised Scout sausage sizzle provided by the Engadine Rovers Crew.

An Espresso-To-Go mobile coffee van was set up in Cross Street and proved very popular with our visitors with over 100 cups of coffee made in the first hour!

Meanwhile, outside the main gate, two heritage buses, owned by the Parker brothers provided a regular service between the Museum and Sutherland, providing visitors' access to Sutherland Railway Station and the cafés and eateries in the shopping village. An AEC double-decker and a single deck Leyland Worldmaster (of tramway replacement type) ran the service.

Over 40 members of the Yahoo internet group, Trams Down Under came from Victoria, South Australia, Queensland, Western Australia, Tasmania and New Zealand, and included 12 former Melbourne tramway employees.

We also welcomed David Hinman and Steve Lea who came from Christchurch for the occasion after their wives decided there was not much they could do in their home city following the major earthquake that wreaked so much damage in the week before the Festival.

On Saturday, tram services commenced at 9:00am and ran through until 9:00pm. The highlight, of course, and a major drawcard, was the sight of a coupled set of O class trams running through services from the museum to Sutherland and Royal National Park.

Early tram services on Saturday morning were well patronised, but the first runs of coupled O cars 805 and 1111 were carrying standing loads. This proved to be the normal loadings for the entire weekend! Other trams running on Saturday were the veteran C type trams from the 1890s, cars 29 and 290, and F type 393 of 1903 running in convoy. These cars saw service on the National Park line in addition to trams N class 728 of 1906 and recently restored J class 675 of 1904. Other cars in service were relative youngsters LP 154 and P 1497 both built in the 1920s. All these tramcars performing admirably across the weekend despite many being over a century old!

There were some minor glitches with C 29's lifeshield which required some attention over the depot pit but it was back in traffic within an hour, its presence not even being missed.

It was also interesting to experience just how effective crossbench tramcars are in clearing crowds. At a number of times during the day there seemed to be a noticeable decline in the number of people in Tramway Avenue, but then it was realised that the coupled O Class cars had gone to the National Park while the P and LP Class trams were at Sutherland, meaning that more than 300 people were out riding just four trams along the Museum's tracks!

Special mention must be made of one of our youngest members, Roy Elder, who volunteered to recreate the role of a newspaper boy during the Festival. Roy took on the role with vigour and enthusiasm, seeking out appropriate clothing to dress in. With the support of David Critchley, Bob Merchant and Vic Solomons, Roy even had replica newspapers, a leather money pouch with coins and a leather shoulder strap from which the papers were once dispensed to tramway passengers. On the Sunday, Roy even bought a bundle of newspapers from his local newsagent, which he sold on the trams to delighted museum visitors.

Katie Strancar and Andy McDonald appeared in appropriate dress for the 1890s on Saturday and as a prosperous 1940s business couple on Sunday, adding to the photographic

opportunities for our visitors.

An interesting and popular feature of this year's festival was the operation of our service stock tramcars. Just before the departure of selected regular passenger cars from the museum site, the tracks rumbled to the sound of a works tram taking the curve along Cross Street and proceeding along Tramway Avenue towards Sutherland. Rarely operated on open days, these oddities appeared in turn, included ballast motor 42s, overhead line car 99u, scrubber car 134s and breakdown car 141s. An added bonus was a rare appearance of rail grinder (ex MMTB and Newcastle tramways) No. 3 while lurking along the tramway was our 1948 Bedford tower wagon driven by member Geoff Olsen in suitable attire for the period. True to form, the Bedford would stop in Tramway Avenue just in time to 'repair' the overhead and 'delay' a passenger tram while the cranky operator and traffic supervisor had 'words' about the delay to services.

Strong patronage continued all day Saturday right up until closing time at 9:00pm, at which point many prospective passengers had to be turned away by exhausted Museum volunteers. Enthusiasts continued to take photos until the last car ran into the depot.

Equally hectic was Sunday's event in which we presented more modern types of Sydney tramcars, namely the corridor cars 1740, 1979 and 2001 as required. Sunday continued the good patronage of Saturday, although the figures were down as there were more children in the crowd on Sunday compared to Saturday. Coupled O class 1111 and 805 were again popular with visitors and full loads continued all day up to and including the last trips.

In the early afternoon, the Powerhouse Museum's Curator of Transport and Communications, Andrew Grant officially launched O 805 into service with the cutting of a ribbon. Andrew's association with our museum goes back many years, and it was fitting the launch was performed in front of the coupled trams, signifying the close cooperation between the Powerhouse Museum and the Sydney Tramway Museum.

The final activity of the Event was the re-enactment of the last trams in Sydney using R1 2001, R 1740 and R1 1979. R1 car 1979 actually operated on the last day in Sydney. It was the last tram to leave Railway Square as an additional car not required, and followed the last convoy of three trams as far as Anzac Parade, where it went straight to the Workshops. To simulate a feature of the last week of trams running in Sydney, car 1979 was selected as the appropriate vehicle for chalked farewell messages for our own 'last run'. A gold coin donation permitted visitors to apply chalked graffiti to the body panels, and over \$50 was raised. Many trams operating in the last few days of service were graffitied during their time on the road. The tram looked a bit better in 2011 than it did in 1961, but with all the chalked messages, it was still very authentic!

Just after 4:30pm, at a time close to when the last three trams were driven into Randwick Workshops 50 years ago, so did three corridor trams move into the depot confines at the Museum, and the depot gates, one held by a SPER Sydney member and the other held by PETS Perth member Shane Parsons, were closed behind them, thus bring to an end the 2011 Sydney Vintage Tramway Festival.

After the Festival, many of us sat down to contemplate on what had just happened. Together we had just pulled off one of the most memorable tramway museum events ever. The results of the 2011 Sydney Vintage Tramway Festival far exceeded our expectations, with more than seven times the patronage of any of our previous events. The crowds just kept arriving!

The Sydney Tramway Museum wishes to thank all the members involved in the organising and preparation of this most unique event.

Thanks too, to all our crews for worked tirelessly over the weekend, ably assisted by members Greg King from Melbourne, Bob Pearce and supporter Shane Parsons from Perth and Bryce Pender from Wellington.

Through your energy and enthusiasm we presented an event, the like of we have never seen in our entire history.

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Check our website for Easter and School Holiday operations

Welcome aboard

We welcome the following new Friends to our ranks:

2734	Bennett, Jeffrey	Andover MA USA
2735	Reynolds, Aaron P.	Hoxton Park NSW
2736	Logan, Leslie	Doncaster Vic
2737	O'Brien, Megan A.	Ryde NSW
2738	Jeffcoat, Peter	Ryde NSW
2739	Jeffcoat, Neil W.	Marsden Park NSW
2740	Jones, Jeremy E.	Caringbah NSW
2741	Lau, Jonathan	Artarmon NSW

We welcome the following new Museum Shareholders:

676	Bounds, Jeffrey E.	Armadale Vic
677	Newton, Mark S.	Engadine NSW
678	King, Gregory J.	Sunbury Vic

Jeff, Mark and Greg have transferred from our Friends group membership.

Rail Safety

The Board has approved for a swap of roles in Rail Safety with Ian Saxon being the Rail Safety Manager and David Rawlings being the Deputy Rail Safety Manager.

The Rail Safety Management Team regularly update the Safety Management System (SMS) on the museum's web site. It is suggested that you regularly look at this site to keep yourselves up to date with the Museum's Safety Management System. The link is www.sydneytramwaymuseum.com.au/sms/index.html

All Members and Friends involved in any work on, or near, our tram lines or on or around our trams and associated equipment are classified under the Rail Safety Act 2008 as Rail Safety Workers. As such it is a requirement that each has been deemed competent as a Rail Safety Watcher.

The deadline imposed by the Rail Safety Management Team for completion of the course is rapidly approaching and any Members or Friends who have not been deemed competent should contact Terry Boardman or Ian Saxon without delay. The deadline was 31st March 2011.

Track relaying work

D Day finally arrived for the old depot points. A one week shut down commenced on 2 February on the Royal National Park line and depot access track. The old life expired depot points were lifted, the area cleared and excavated, and the new points installed and concreted into place. See below for a construction diary of events.

John Holland generously donated to the Museum further power and communications conduits, associated fittings for them and 10 pallets of concrete cast cable troughing with the fitting lids. These have been stored at our northern site compound in Sutherland.

Wednesday 2/2

Work commenced on pulling apart the old depot points. The depot track was disconnected and lifted out, and the rest of the points started to have the old rusted seized bolts removed, earth bonds removed, etc. Fittings that could be unbolted were done so and salvaged for reuse or to be used as spares for other points on our Loftus site.

Thursday 3/2

Work continued on lifting the remaining old depot point work and track leads to them. All old sleepers were lifted and stockpiled ready to be cut and up and disposed off.

Our contractor, David Canini arrived on site with his Bobcat and excavator to commence excavation of the depot points area so the new points can be set in place for concreting. The Museum's tipper rose to the challenge of shifting the 20 cubic metres of excavated soil.

The new depot points were prefabricated on site nearby in three sections. The sections was lifted into rough position by the Museum's two forklifts with their crane jib attachments, ready for aligning and welding the next day.

Friday 4/2

The three prefabricated depot point pieces were pulled into location and aligned with winches and chains, Once levelled to ensure no twists were welded in, all the joints were welded, using low hydrogen steel rods for all the steel rail and fittings and stainless steel rods for the cast points to the steel rail. All joints were profiled and ground as required. Final packing and levelling took place to ensure a constant grade through the new points

Saturday 5/2

Form work was applied around the track drain and around the points mechanism in preparation for concreting. Drainage pipes were also installed from the point blade hinge boxes to ensure water did not build up in the hinge mechanism.

Thirteen cubic meters of purchased concrete was poured in to the 4-foot of the depot points along 16

metres of track. This the largest continuous pour we have had on site for any track work in one day. The concrete was steel trowel finished to rail height and all grooves were also filled and finished with our special groove trowel.

Ongoing work is required to complete the track for service, the missing track sections were replaced so traffic operations could recommence the following weekend.

Saturday 5/3

The depot access track was taken under a full track possession and the depot access points point lever was locked out so only the main line could be used for through running.

The depot access track was excavated for 6 linear metres from the depot points to past the new track drain, to 100mm below rail head and the track drain pit. Check rails were cleaned and welded in place to the previously welded track drain. The track drain was formed up in preparation for concreting.

Form work was extended on the western track on the Sutherland main in preparation for more surplus concrete to be laid.

A new drainage pit is being built to collect run-off from the cess area between the western main Sutherland line and the TAFE retaining wall. This will have a 225mm pipe leading off to a culvert approximately 25 further north.

Saturday 19/3

Ongoing work continues on the depot point access track, The track drain was formed up and the track was levelled for concreting. Six cubic metres of concrete was laid and finished in the 6-foot, as well as a linear metre along the western side of the points and the rock wall.

Heavy rain started to fall just as the pour was finalised. We improvised with the building of a temporary shelter over the concrete so it could be levelled and finished. Our CSO workers, who could have walked off the job due to the rain, stayed on and continued to assist us. One was heard to comment, "And you guys do this for fun!"

The heavy rain also highlighted a blocked drain which was quickly unblocked.

Due to the rain no further work was undertaken.

Saturday 26/3

Ongoing work continued on the depot point access track. Formwork was stripped from the track drain and 4-foot area, and all the protective cover materials were put back into storage. The 4-foot area was back filled with soil to allow the grass to regrow.

The rock wall on the western side was completed to Pole 51 on the depot access track and back filled.

The western cess area between the depot track and the rock wall was levelled and prepared for concreting.

Rail was selected and one side of the foot cut for the fabricating the outside frames of the southern track drains next to poles 23 and 24.

Ongoing cleaning up of building rubble left over from the installation and sundry works in the depot

points area continues, subject to space availability in the big blue rubbish bin.

Railway Square Waiting Shed

Rod Burland mortised the new chord timbers for the decorative parallel chord truss for the south-eastern sector of the Railway Square Waiting Shed. It was assembled on 9 February and erected on 12 February with the assistance of No.2 forklift. The south east corner post was then repaired along with the adjacent south end wall.

Accumulated materials were removed from the shed and all timber work was water blasted and repainted where necessary.

The roof of the shed has sagged in places over recent years and new heavy duty galvanized brackets were ordered from a local engineering works to a pattern made by Rod. These were drilled in our workshop. Acrow props were used to lift the sagging roof sections and the brackets fitted.

In conjunction with this work a Franna all terrain crane was engaged on 24 February to retrieve from near the derelict O car body at the south end of our site two sections of W2 underframes that have centre castings. These were placed on two W2 bogies. The crane then placed the right hand point that has been under construction in the street near the park onto these two short flatcars so it could be taken up to the north end yard for future use on Rawson Loop. Sand and gravel were also relocated allowing the final clean up of the area ready for our 50th Anniversary Festival.

Overhead

David Rawlings continued making up the span wires for Cross Street with the last one being attached to the rosette in Tramway Avenue by Tim Stuart, Tom Tramby and Bill Denham. Due to a funding shortfall a new pole was unable to be erected to support the other end of the last cross span.

Bill Parkinson was assisted by Bob Cooper, Hayden Holmes, Craig Parkinson, Glenn Killham, Peter Black and Greg Sutherland with stringing the trolley wire to the cross spans and frogs in order to get Cross Street operational for the Festival weekend. Although loose, the wire enabled Festival trams to use Cross Street.

At a later date the various pull-offs required will be made up and erected, and the wire tensioned.

In the meantime work has returned to manufacturing and installing the door bridges at the roller doors on the Road 4 annex, which will ensure easier and safer access through the workshop annex building.

Electrical

Geoff Olsen has recommissioned the D.C. indicator lights for the three roads in the running shed. Indicators will, in due course, be installed on the other wired roads.

Display Hall

The new hinged display panels which replace the heavy one-piece display panels in front of the tram access doors in the display hall were completed and populated with photographs prepared by Frank

McQuade. They created much interest during our Tramway Festival.

Sydney C class 37

C37 was placed onto body stands on 19 January to release the two W2 shop trucks on which it had been resting.

Geoff Spaulding spent considerable time removing old deposits of pitch and muslin from the roof, and brittle canvas from the clerestory.

The underlay on the clerestory is hessian adhering to a pitch base. It had been placed there at some time many years ago, perhaps at Byron Bay. It is in reasonable condition and it is not planned to remove it. The pitch was a surprise, and something we have not found on a tram roof before.

The lower roof had no canvas covering, simply cream paint over a pitch undercoat. The edge timbers on the lower roof against the clerestory were painstakingly removed by Geoff, which required exploratory work to locate and remove screws and the use of a heat gun to soften the sticky roof pitch beneath, which was set like glue. These timbers will be replaced once the muslin and canvas has been applied to the lower roof.

Geoff has also plugged various holes in the roof of the car, which were put there during its time in the Tradies Club in Canberra, to accommodate sprinkler heads and various cables.

He has also finished a major repair and splice job in the bulkhead and clerestory corner pillar, which had suffered from water damage and dry rot from many years past. The clerestory roof is now ready for re-canvassing.

Rod Burland is making new floor hatches for the car. Framing of the four smaller floor hatches (in preference to the original two so as to make maintenance tasks easier), is from recycled timbers. Rod has cut to size utilising otherwise unusable damaged timber replaced in the Railway Square Waiting Shed restoration. Flooring for the hatches will be from the stock of recycled Oregon boards also used on the end platforms.

Warrington Cameron has donated a quantity of floor slats which should be suitable for use in the car.

Rod has assembled the timber bearers to carry the floor hatches and the trolley bus compressor, kindly provided to us by the Museum of Transport and Technology in Auckland.

Andy Rowe, the fitter from Christchurch Tramways, spent a week at Loftus completely disassembling the truck frame, welded up the stress cracks revealed by the shot blasting, painted all parts and reassembled the truck. Terry Thomas threaded the new spring posts on the lathe.

The truck was placed back on its wheels and the first MV101AZ traction motor was trial fitted so that a final design for the nose suspension beams could be made.

Andy had to return to Christchurch so Vic Solomons, Peter Black, Mick Duncan and Bill Parkinson are completing the work.

The second motor was re-assembled, tested and placed in the truck. The suspension bearings are a very good fit on the newly machined motor journals.

Ballarat bogie car 37

Ballarat 37 returned to the workshop to have its SEC decals and numbers applied.

On 26 March it went over the Road 2 pit to have decades of accumulated dirt removed by crowbar from its underframe, followed by steam cleaning and high pressure water blasting.

Sydney O breakdown 141s

O breakdown car 141s entered the workshop on 14 February for the replacement of defective resistance grids, making it operable again.

Sydney OP class 1089

O/P 1089 is having its second external coat of paint applied and internal work continues.

On 9 April, Joseph Spinella applied the first gold leaf numerals to the south end of the car, and the result is *very* pleasing.

Sydney O class 805

On 2 February, 805 was lifted by Bill Parkinson and the No.4 trucks driven out. The rigging and motor leads were already disconnected. Straight away, Bob Cooper and Mick Duncan started lubricating the axle boxes, armature and suspension bearings.

The wool packing was in remarkably good condition and we only had to add a bit of oil; the existing oil was still brown, not black. Later they lubricated the brake rigging, centre plates and rubbing plates.

The trucks were replaced under the car following week and the rigging connected by Peter Black, Alan Watson, Mick Duncan and Bill Parkinson. Bill later connected the motor leads.

The compressor valves were cleaned by Michael Wilkinson, on his annual visit to the museum from his home in England, and Mick Duncan, and a compressor brush holder was repaired by Frank Cuddy. The compressor governor and brake cylinder were found to be in good condition.

Missing side and front destination rolls were installed by Vic Solomons.

The control circuit was tested, an arc shute on one of the contactors replaced, and a contactor isolating switch in one cab was repaired.

The trolley poles, which are still fitted with the flat sided wheels, were straightened, cleaned and lubricated.

Mick Duncan reports, "After 50 years of not seeing a volt or PSI, 805 was amazingly trouble free. I still can't get over the fact the brake cylinder didn't need a new bucket and the governor didn't require cleaning or adjusting."

Other car news

The ex Melbourne cable dummy (grip car) is having a new frame built by Warren Howlett, Terry Thomas, Rainer Nickel, with assistance from by Bob Cooper and Rod Burland. It is well under way with the axle

boxes and queen posts installed, brake rigging and other steel work cleaned, and the wheel sets cleaned and painted. There wasn't much left of the original timberwork!

Rags required

We are short of rags for the workshop again. Smallish cotton items are best, as well as sheets and pillow cases.

Road and other vehicles

AEC bus 2619 has had its new lining material spray painted with Colorfleck paint and these have now been installed along with light fittings and some of the brightwork (chromed parts). Seats are being repaired and readied for reupholstering.

South end storage

The Development Application (DA) for the new storage building has been re-submitted to Sutherland Council, and we await a formal response.

Office Manager

David Critchley has accepted and taken up the position of Office Manager to take over some of the Secretary's duties, including collecting and distributing mail.

Our Secretary, John McFadden was landed with handling the medicals paperwork required under the Rail Safety Act, work which did not exist when he took on the Secretary's position.

Like all work required under the Act, it is very time consuming.

Museum hosts Launch of Sutherland Shire's 2011 Heritage Festival

On Friday evening 1 April, the Museum was the host this year for the Shire's Heritage Festival launch.

The Museum is represented on the Sutherland Shire Citizens' Heritage Festival Committee by Peter Kahn, with representatives from Sutherland Shire Historical Society, Botany Bay Family History Society, Woronora Cemetery and Crematorium, Sutherland Music Society, Sutherland Shire Spinners and Weavers, Sutherland Shire Council's Cultural Planning and Events Unit, Radio 2SSR-FM and The Royal National Park.

We were very pleased to welcome around 70 guests, including Craig Kelly MP, Federal Member for Hughes, Lee Evans the newly elected State Member for Heathcote and Councillor Bruce Walton representing the Sutherland Shire's Mayor, Councillor Phil Blight.

A number of Museum Board members represented the Museum and some of our local active members joined us as well for the obligatory refreshments. F 393 and the counterweight dummy were moved out of Road 8 onto the traverser to make a suitable space for the launch and refreshments.

The evening commenced with Les Bursill, a very well known Shire resident and indigenous representative, gave the Welcome to Country, followed by our Secretary, John McFadden representing

chairman Howard Clark, who was unable to attend. John gave a brief history of the Museum. Dawn Emerson, Chair of the Heritage Festival Committee spoke on the work of the committee over the years and introduced Councillor Bruce Walton to formally open the Festival.

The opportunity was then taken for guests to view the Museum's collection and go for a couple of tram rides on 1111 which was conveniently standing outside the Display Hall in Tramway Avenue.

The evening was very much enjoyed by all present, with some guests saying it was the best launch yet (in around 20 years) and even suggesting the Museum should be the venue for future launches!

Special thanks are due to Bill Parkinson, Hayden Holmes, Ian Saxon, Peter McCallum, David Critchley and Robert Norton for assisting in making the evening so successful.

Comments on our Festival

The following are some of the comments posted to the Yahoo internet group, Trams Down Under during and immediately after our Vintage Tramway Festival on 26-27 February:

We need to acknowledge the professional way everything happened yesterday; a top class operation without any hint of 'boys playing trams'. It was magnificent. The conductors on the trams were generally the female and younger volunteers and that was a good sign.
PN, Melbourne

I have to agree, what a fabulous day. The logistics of organising such an event must have been horrendous, but everything seemed to run so smoothly. It is amazing what a group of well treated, happy volunteers can do. If only some real transport systems were as efficient. As well as the passenger trams, little things like the service stock sneaking out occasionally created a true tramway experience. There were even a couple of 'paper boys' plying their trade, once a significant part of the Sydney streetscape. Congratulations to everyone at SPER for such a nostalgic day.
BB, Sydney

All the little extras thrown in during the day like the service cars, and even the overhead line truck making an appearance to 'fix' the overhead, certainly confirmed that this was not a group 'playing trams', but actually seriously recreating tramway history. Just what a good museum should do.
B, Sydney

What a great weekend of trams, trams and more trams. It all seemed to run very smoothly and well organised. It was also great to see the old Sydney buses there too.

C, Adelaide

My oh my, I think a high bar has been set by this [event] in terms of organisation and the crowd on both days!

LB, Sydney

Contributors

Contributors to this issue are Danny Adamopoulos, Howard Clark, Mick Duncan, Mike Giddey, Ian Hanson, Peter Kahn, Geoff Olsen, David Rawlings, and Ian Saxon.

Contributors to the March issue were Ian Hanson and David Critchley.

SPER NEWS

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

Wet weather hampers Park line sleeper replacement

Royal National Park line

John Holland Rail will be replacing approximately 800 sleepers on the RNP line. Existing life expired timber sleepers will be replaced with concrete sleepers. This will insure that minimum maintenance is required on the line for quite a few years. The concrete sleepers being installed will mean that any future bushfire will not require closure of the line due to sleeper destruction.

Original replacement work was planned for the week commencing 30 May and track possession and associated arrangements with our Traffic section was arranged as required.

Unfortunately heavy rain resulted in the road track from the sleeper stack to the line becoming impassable with JHR equipment becoming bogged, forcing work to be abandoned on Tuesday 31 May. (Both 30 and 31 May were days of extremely heavy rain and extremely cold conditions.) The line was reopened for traffic on Saturday June 4.

Work was reprogrammed to commence on Tuesday 14 June and arrangements were put in place once more for power isolation and track possession. Work started well on Tuesday morning following the Queens Birthday long weekend with removal of rail spikes and sleeper plates proceeding apace but heavy rain after lunch again resulted in JHG equipment becoming bogged and once again work had to be abandoned.

Greg Sutherland is in contact with JHR to ascertain when work can restart. Current status of works will prevent track reopening until more work is carried out.

On both occasions overhead isolation and associated safety procedures were carried out by Geoff Olsen.

Track relaying work

At this time it is worth reviewing recent track works so it can be seen how they relate to further works that should be completed over the following months.

During February the new Depot Junction points were installed and concreted over a four day period of 40 degree weather. Temporary sleepers track was laid to connect the new points to the existing main line while permanent welded track incorporating a new track drain was installed on the depot access line to reconnect it to the new points. This section was concreted in pouring rain in time for it to be in use for the 50th anniversary commemorations. Old rails were descaled, cut and welded to form the lift out grates for this drain and for a further one on the uphill end of the Depot Junction points. Surplus concrete was then used to concrete the railway (western) side of the new works as far as the second track drain to provide safe access to the point lever. The highway (eastern) side is now being concreted. Our CSO workers are extending the services trench and are approaching the back gate. Pipes and conduits are being laid and the trench backfilled as the work progresses. A new electrical inspection pit is being bricked up south of the points.

Meanwhile work has commenced on assembling the blade section of a new left hand set of points for the southern end of the double track. This was lifted into the position vacated by the new Depot Junction points after they were installed. Old rails to be used as steel sleepers were placed and descaled so heavy rust will not crack future concrete. The crossing frog from the old junction points was cleaned and recycled. Running rails were placed, gauged, curved for the turnout and welded. Most of the checkrails have been installed and a street type point mechanism is being prepared.

After the 'Trams After Dark' event on 18 June, the main line will be closed from the junction points to the existing concreted track at the Railway Square waiting shed, the old track will be lifted, our earthmoving contractor will excavate the roadbed and services trench, and dig out a point pit. The new left hand points will then be moved sideways into position, connections to existing rail will be made at both

ends and it will be concreted with purchased concrete. The western track will then be connected and the job gradually finished with surplus concrete.

Sydney C class 37

C37 is proceeding along at a reasonable rate and the roof canvassing is complete, pending application of final coats of 'Navy Dressing'. A potential source of further supplies from a kindred rail group in South Australia, using an old South Australian Railways formula, is being pursued, as our existing supplies have almost dried up and our former supplier, is no longer willing to mix a batch for us.

The trolley base and mounting frame has been assembled, painted and installed by Geoff Spaulding, assisted by Brad Reid.

Rod Burland has made the four new floor hatch frames using timber re-cycled from the damaged side trusses of the waiting shed, and using profile cut re-cycled tongue and grooved Oregon pine floor boards already used for the end platforms. The existing saloon floor boards have been found to be in reasonable condition and will not require replacement, particularly when the floor slats are installed. These have been ordered from our timber suppliers. Surplus floor timbers will be available for the cable grip car project.

Mick Duncan is working on the brake rigging of the Peckham truck. Geoff and Brad also removed two of the clerestory window sashes which were missing the 'daisy wheel' patterned glass, and replaced one with a spare green pane on hand. The centre pane has had blue patterned glass fitted, supplied and cut to size by Harradence Glass of St. Peters, and the same blue glass will also be fitted to the centre panel on the opposite side of the car. The final colour combination will then be four green and one blue daisy wheel pattern, along with four frosted opaque panes on each side. This differs from C 29 which has a higher proportion of blue panes, however the additional expense of replacing existing green glass with blue was deemed unwarranted.

In Christchurch, Andy Rowe is making the two new motor suspension beams. Work on the modifications to the brake rigging on the Peckham truck is nearing completion. When the motor mounting beams have been delivered and fitted, the truck will be ready for placement under the car body.

Ballarat bogie car 37

Our resident artisan, Joseph Spinella, completed applying the decals and numbers to this tramcar. Additional numbers and emblems were obtained

through a local Ballarat company, 'Signs on The Move'.

Ian Hanson and Tony Cody re-installed one of the re-conditioned destination boxes which now contains all three destination rolls of the former State Electricity Commission tramways, from Ballarat, Bendigo and Geelong. This is a rather novel addition as it was the only tram to run in all three of the Victorian provincial cities.

Frank Cuddy is overhauling the B23 controllers for this car and they are a mess. Mick Duncan reports it is hard to believe it ran in Ballarat with controllers in this state.

While work is proceeding on the overhauling of the electrics for Ballarat 37, the car has been moved to the rear of road 3 to allow Sydney R1 2001 to enter the shop for repairs. Emergency brake valves will be fitted to make it a two-man car under our rail safety requirements.

Sydney OP class 1089

Michael Kerry, Peter Butler, Raul Arens, Joseph Spinella and Ian Hanson have completed the exterior painting of this tramcar. Joseph has completed the application of the gold leaf numbering in the traditional manner. The finished product, (despite the drabness of this colour scheme introduced in 1918) has exceeded our expectations. Finishing touches and final detailing are being applied to the interior.

Sydney P class car 1729

It is pleasing to announce that our application for grant funding under the 2011-2013 NSW Heritage Grants program to assist with the restoration of this car was successful, and formal acceptance of the terms and conditions of this \$50,000 grant were signed at the end of May 2011.

Expenditure after 1 June 2011 is eligible for grant funding on a pro-rata basis, based on projected overall expenditure of \$141,000, including volunteer labour. Fifty percent of projected works and expenditure needs to be completed by 31 May 2012, with the balance by 31 May 2013. (As an aside, we were more excited when two days before the last State Election in March, the then Minister sent us a letter advising that the Grant was \$60,000, however this was a mistake and \$50,000 was the authorised Grant amount).

Initial expenditure will not require the car to be placed in the workshop for some time. Footboard and floor slat timbers have been measured up for ordering. Similarly, samples of the frosted glass 'smoking' upper panels and the centre compartment plain frosted panels have been given

to our glass contractor for supply.

In addition, Howard Clark has been dealing with Bradmill for the dying and supply of canvas suitable for the 32 folding canvas doors needed for the car. The minimum quantity we can order is 200 metres for a dye run, which is greatly excessive for this car, and is an expensive investment. However, the remainder can be utilised for a range of other jobs, including blinds for O cars 957, 1111 and 141s, O/P 1089, P1497, and Brisbane 180.

The major work involving 1729 will be the manufacture of two replica Sydney #9 bogies. By arrangement with Christchurch Tramway Limited, it is expected these will be manufactured by Andy Rowe in his Christchurch workshop. Spare axle boxes will be provided from our stock in the top shed. Richard Clarke and Bill Parkinson have supplied copies of original drawings, and Andy will dismantle the side frames from a spare pair of Melbourne #1 trucks, to adapt the inner components and brake rigging from these trucks for this project.

Negotiations with the Seashore Trolley Museum, involving the proposed exchange of equipment for their spare P car truck frame, excluding wheel, motor and axle sets have been underway for some time. It is hoped that this will eventuate, enabling us to then also make up a pair of trucks for PR1 1573.

To avoid negative speculation concerning P 1501, stored at Bendigo Gas works, and as it is one of only four remaining P car bodies in existence, it is intended to retain this car and conserve it for possible future restoration. 1729 was given precedence as body condition, and a full complement of seats gives 1729 a restoration advantage within the time constraints of the Grant.

Sydney R1 class 1979

A long overdue repaint of this tram is being undertaken with the car being moved into the Paint Shop after traffic on April 23. Work is progressing well with a general touch up of the interior as well as seat and window repairs. Shortly work will commence on the repainting of the exterior in the traditional pre-1951 green and cream.

Sydney L/P class 154

After the work on 1979 is completed, restoration of the paint colour scheme on the exterior of L/P 154 will see a return to the previous Newcastle drab colours of olive, fawn and grey. It is ironic that 154 also ran in Rockdale in the Sydney version of those colours from its

delivery to Rockdale in 1935 until 1937, when the car emerged in the green and cream colours.

Melbourne cable grip car 322

Work is proceeding on the reconstruction of Melbourne cable grip car 322. The team of Warren Howlett, Terry Thomas, Bob Cooper, Rainer Nickels, and a new worker, Roy, have nearly completed the overhaul and rebuilding of the brake rigging, which as been quite a task. Additional timber has been ordered to allow works on the body to proceed.

Rail Grinder No. 3

After its guest appearance at our 50th anniversary festival, Rail Grinder 3 was air blasted and steam cleaned on 7 May. It was loaded onto a flat bed container frame on 11 May and trucked to Port Kembla where it underwent significant further steam cleaning before being 'shrink-wrapped' and prepared for shipping to Auckland, on loan for about two years to the Museum of Transport and Technology (MOTAT).

It was cleared by NZ Customs and the Ministry of Agriculture and Forestry in Auckland without any further cleaning and arrived at MOTAT on 15 June.

Sprague battery electric workshop crane 548

The restoration of our Sprague 1 ton workshop crane is complete. Frank Cuddy and Bill Parkinson overhauled and rewired its controller while Mick Ward, Alan Watson, and Mick Duncan took care of the brakes and steering. It was given a test run using a wandering lead from the workshop MG supply at around 120 volts on 21 May and all worked well. A repaint in black and fawn with signwriting by Joe Spinella finished it off.

The crane was transported on 2 June to the Australian Motorlife Museum at Darkes Road, Kembla Grange on the South Coast where it will be on display for about two years while work on our display hall extensions take place.

At an open day held at the motor museum on 12 June our little crane created a lot of interest and favourable comments. The crane will help to promote the Sydney Tramway Museum and should generate more visitors to Loftus.

Little is known about the crane, which was numbered in the tramways plant register as 548. We have been advised by a former workshop employee that it had its batteries recharged in a corner of the workshops truck shop each night. As Mick Duncan says, "It's a little cutie!"

Trams at Rozelle

Howard Clark has been a member of the Sydney City Council advisory committee looking into exploring the best outcomes for conserving the badly vandalised tram bodies in the old Rozelle Tram depot.

The adjacent Harold Park Racecourse, Tram Depot and open spaces have now been sold to developers, Mirvac. Council has now established from their archives that the ownership of five of the trams had passed to Council many years ago, and that original donors had subsequently approved Council passing on ownership to the Sydney Tramway Museum. We accepted this on a conditional basis at that time. However, neither Council nor STM could take any further action due to a dispute with the Racing Club. Therefore Council were not able to locate a suitable alternative storage location on behalf of STM, to enable a handover to occur.

The situation now is that it has been recommended to Council that the last car to run in Sydney in 1961, R1 1995, is expected to be restored for static display in the Rozelle Depot as part of the re-development. Council planners have sought consent from STM for R1 1993 to be returned to Council care for use in a 'Men's Shed' project. The other three cars, R 1753, R 1923 and R1 1943 are to be provided to STM, and Council planners are looking into suitable options for storage arrangements. This will no doubt also apply to the remaining car, R1 2050, which was delivered to Rozelle in different circumstances, once Council is satisfied with ownership questions.

Operation of O 805 for 'Trams After Dark'

Our thanks are due to the Powerhouse Museum for granting approval for their O class 805 to successfully operate during our 'Trams After Dark' event on 18 June.

Restaurant Car 411

The devastation caused by the February earthquake and subsequent aftershocks in Christchurch is well known. At the time the February quake happened the restaurant tram (along with Dunedin car 11 and a trailer car) was in the shed being prepared for evening diners. There it has remained stranded, undamaged externally, however internally the contents of the galley and wine bottles were strewn everywhere, and the car looks a bit like a bomb site inside. Access has been very restricted, as the tram shed is in the 'red zone' in the vicinity of the ruined Cathedral.

Our advice is that operation of the tourist tramway is unlikely to commence before early 2012, and there is no date for the extensions at this stage. Thus the urgency to complete restoration of C 37 has evaporated at this time. Nevertheless good progress is being made as reported elsewhere.

As a result, STM will not, of course, earn any profit from the restaurant car in 2011-12 and whilst the tramway remains closed. Fortunately, our investment in 411 was fully depreciated as at 31 March 2010. Profits from operations in that year have been banked to the STM trust bank account and will appear in our 2011 annual accounts.

Our Board decided to donate NZ \$5,000 of these profits to the Tramway Historical Society, Ferrymead, New Building appeal to assist with protection of the other four City tourist cars, which are in uncovered open storage at Ferrymead, and to see our 'Yank' (Sydney G class sister car) also eventually end up in covered storage, pending restoration.

Road and other vehicles

AEC bus 2619 is being relined by Craig Parkinson after which internal fittings and window glass will be installed. Both floors have been stripped and will be recovered with new malthoid. Vic Solomons is removing the old Masonite seat backs for replacement. When this is complete the seats will be fitted.

Miscellaneous

On 2 April our weed spraying trolley was used on the Park line to keep trackside growth in check. On 23 April it left on loan to the Goulburn Crookwell Heritage Railway group for spraying duties there.

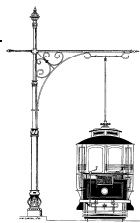
During heavy rain on 30 April, a major clean up took place on the first floor of the YMCA building, including moving several hundred bricks and cutting off redundant reinforcing bars from the inner edge of the floor slab.

Tom Tramby collected a donated CP27 tram air compressor from Springwood and a purchased 415 volt diesel alternator set on 2 May.

On 28 May three of the four bogies stored on the western track near the barbecues were moved to the north end storage yard.

Contributors

Contributors to this issue are, Howard Clark, Mick Duncan, Mike Giddey, Ian Hanson, Bill Parkinson and Greg Sutherland.



SYDNEY TRAMWAY MUSEUM

Owned and Operated by the Volunteers of the
South Pacific Electric Railway Cooperative Society Ltd
ABN 70 329 300 628
Corner Pitt Street & Rawson Ave (Old Princes Hwy) Loftus NSW
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20 July 2011

GIFT APPEAL – CAPITAL WORKS AND RESTORATION

Dear Members and Friends,

As you will note from SPER News, we have received formal confirmation, under the 2011-2013 NSW Heritage Grants program of a \$50,000 grant towards restoration of P car 1729 in the two years to 31st May 2013, and we shall be in need of finding our own funds in excess of this sum to achieve this objective. This will include significant engineering costs to manufacture replica bogies for the car. Another major cost will be purchase of canvas and manufacture of 32 concertina doors for the car.

Our new shed project has moved a step closer to gaining a DA, as State Rail have now given their consents and RTA have given emailed approval to be followed by formal letterhead confirmation, before Council will give approval for the DA.

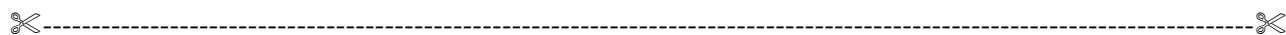
If you are in a position to assist with a gift, perhaps for your favourite project, it will be greatly appreciated at this time.

Please indicate your preferences in the space provided below.

Thank you.

Kind Regards,
Yours Sincerely,

Howard R. Clark OAM.
Chairman



NAME: _____ Membership No: _____

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

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

Card No:

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

Signature: _____

I would like my gift to be used for (please circle your choice):

New Shed / Track Concreting / YMCA Fitout / Tramcar Restoration: P 1729, O 957, O/P 1089,
Launceston14, D 117, C 37, Other Project: _____

SPER NEWS

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

Members Day – Saturday 3 December

We welcome the following new Friends to our ranks:

2742	Ploskonka, Ivan	Concord West NSW
2743	Staines, Kevin	Frankston North VIC
2744	Scandrett, Julie	Weraï NSW
2745	Hayhurst, Adam	Farmborough Heights NSW
2746	Brailey, Sunny	Flinders NSW
2747	Agius, Chantelle	Miranda NSW
2748	Slee, Edward	Redfern NSW
2749	Garlick, Ashley	Yarrawarra NSW
2750	Garlick, Petra	Yarrawarra NSW
2751	Garlick, John	Yarrawarra NSW
2752	Garlick, Mary	Yarrawarra NSW

We welcome the following new Museum Shareholders:

680	Taig, Kevin	Boronia VIC
681	Morris, John	Kingsgrove NSW

Kevin has transferred from our Friends group membership.

PCC driver training

A training course for new PCC drivers will be held at the museum on Saturday 19 November 2011, commencing at 9:30am. All positions for this course have been filled.

Any existing drivers who wish to be trained on the PCC are invited to contact Hayden Holmes so a training date can be arranged. Hayden can be contacted on mobile 0416 069 161, or email to hckv@bigpond.net.au.

Members day

The 2011 Members day will take place on Saturday, 3 December. The event will commence at 3:00pm. Once again, an interesting collection of tramcars will be in operation throughout the afternoon and well into the evening. Some rarely used tramcars are being prepared for service. Perhaps if you arrive early we may have a few surprises!

Our famous barbecue will again take place from 6:00pm. Remember our electric barbecues are free to use. Members can hold their own BYO barbecue or you can make a reservation for dinner and our volunteers will be on hand to prepare a two-course meal.

If you are not bringing your own meals and would like to join us for dinner, please make a reservation by emailing Ian Hanson at ianhanson95@yahoo.com or phoning him on 0438 007 187 by 1 December. The cost will be \$10 per head. You MUST make a booking if you wish to partake of the prepared meal. There will be no exceptions as sufficient supplies are being purchased to only cover the bookings.

Workshop security

It has been noted over the last few months there have been visits by people unknown into the workshop during times when it is not active.

Work being done in the shop is being tampered with. The result of this tampering requires rework of jobs and is causing unnecessary cost and delays to projects. The volunteer workforce is busy enough without this extra burden on its resources.

A case in point was the entry into C37 after parts of the floor had been varnished. When work started the next work day it was found that someone had walked along the varnished timber sections leaving footprints plainly visible.

We, the workshop team, ask again that if there is nobody doing work in the building then there is no reason to enter it.

PLEASE STAY OUT! Remember that this building and its contents come under both the Rail Safety Act and Workcover regulations.

There is also the problem of items allocated for restoration jobs being stolen. These items have been stolen from the workshop while it is inactive. Theft is a criminal act and if found, the perpetrators will be dealt with by the courts.

Interference with traffic cars

There have been reports of unauthorized interference to certain trams parked in the running shed.

The latest incident involved W2 249. On Saturday 8 October, 249 was undergoing its annual inspection when a small problem was found with a saloon light fitting. The job was to be completed the following Wednesday. On commencing the repairs it was found that the north end destination box had been tampered with, causing both the cable plugs and sockets to be badly damaged. This caused the initial short time repair to be blown out to an all day major repair. The damage had to have been done on the Sunday. The car was in good condition on the Saturday as it was being inspected for its annual ticket.

Due to this mindless act, planned work to return R1 2001 to service had to be put back another day as the workshop manager can only do one job at a time.

Remember that 2001 is only in the workshop due to damage sustained to its lifeguards. This damage could have been avoided if more attention had been taken during operation of the car.

While it is in the workshop Ballarat 37's restoration is put on hold so there is a snowball effect with all these incidents. The workshop crew are all volunteers with limited time to give to the museum's restoration programme. The more damage that is done to exhibits by either willful acts or inattention, the longer it will take to achieve our goals.

Track relaying work

The previous SPER news incorrectly reported that the relay of the main line from the Railway Square Waiting Shed to the new Depot Junction points had been completed. Unfortunately this is not the case. It was originally intended that the prefabricated set of left hand points and a twelve metre track panel that had been prepared to expedite this project would have been installed after the "Trams after Dark" event in June. It was decided to postpone this relay due to several of our key personnel being away on lengthy holidays and work commitments. There was a concern that an unfavorable run of weather could have resulted in the line not being re-opened in time for the "Torquefest" event in October. Work was therefore transferred back to extension of the western track along the TAFE boundary to the curve north of Pitt Street. Weeds were cleared, formwork was placed and concreting re-commenced when surplus concrete was available.

A track drain was installed near Pole 109 and this will be the limit of the concreted track. Treated hardwood sleepers have been laid beyond this point around the curve and are slotted between the old sleepers on the existing main line as the tracks converge.

Contrary to some speculation, there will not be a set of points here. The main line will be connected to the new concreted western track allowing the eastern points of the new trailing

crossover to be installed and for the eastern track to be re-laid and concreted back to Pitt Street. Once again as much preparatory work as possible is being done to minimize any downtime.

Alterations to the overhead are being planned to co-inside with the track alterations.

After several false starts due to wet weather and boggy conditions along the National Park line, John Holland Rail took possession of the line from 29 August to 2 September and installed a further 700 concrete sleepers, making a total of about 1100 on the line. One in three sleepers on the curves are now concrete with one in three or four on the straights.

On 8 October our earthmoving contractor, David Canini, excavated the Loftus Oval platform so that a 225mm storm water pipe that had been crushed by Holland's equipment could be replaced to restore proper line side drainage.

David then excavated the bed for the future eastern track at our northern terminus. Welded track panels will be set up at this location as we are running out of places to take surplus concrete.

Spoil was transported in our yellow tip truck and was used to backfill a new short timber faced platform near the TAFE crossing which will be used during "Torquefest".

Sydney C class 37

The enclosed cab at the No.1 end of C37 has been completed and the apron for the No.2 end has now been fitted by Geoff Spaulding and Rod Burland. Headlight castings, along with re-silvered reflectors repaired and silvered by antique restoration specialists, W.J. Sanders, have been fitted to both car ends.

The new floor hatches are complete. Geoff has fabricated two new sand boxes for the car, using reclaimed solid timber from an old unused cupboard, and Rod has removed the sander fittings, recovered from one of the de-accessioned W cars some years ago, and had them sand blasted ready for attachment to the boxes.

In the meantime, Andy Rowe from Christchurch Tramways has fabricated the motor mounting supports for shipment to Loftus. Andy will visit Loftus later in the year to assist in fitting these to the truck, before it can be fitted under the car.

Sydney L/P class 154

This car is due to replace R1 1979 in the paintshop in the near future, and ran for the last time in green and cream on 23 October, before it enters the paintshop to return to the former olive drab colour scheme it carried, before it was 'temporarily' repainted green and cream a number of years ago.

Sydney R1 class 1979

The repainting of 1979 by our painting team was completed on 22 October, with the last car numbers being applied by Joseph Spinella.

Car 1979 will be in service for our Members Day.

Sydney R1 class 2001

The damaged Melbourne type lifeguards on 2001 will soon be replaced with new Sydney type guards that have been made in-house to the original drawings.

Ballarat car 37

Frank Cuddy has been very busy rebuilding both the controllers for this car, which were found to be in a very deteriorated state.

Melbourne cable grip car 322

The new underframe for Melbourne cable grip car 322 is complete, the brakes operate and work is in progress on installing the ornamental end apron ironwork.

Sydney P class 1729

This car will shortly exchange places on 7 road with 93u, where it will be more visible to Display Hall visitors. To comply with the terms of our Grant funding from the Office of Environment & Heritage, special signage is required to be

displayed in the vicinity. A sign has already been erected on one of the display boards, and another will be placed on the car.

It is very pleasing to advise of a equipment exchange with the Seashore Trolley Museum, negotiated by Richard Clarke and Howard Clark with Donald Curry and Danny Cohen of that Museum, which of course has P 1700 in its collection.

Previously Richard had supplied a copy disk recording authentic advertisements from within Sydney trams, which was made at the time of the 2009 'Shooting Through' exhibition. Prints of these are now in 1700.

The exchange involves STM having two sets of brake shoes cast and supplied for 1700, plus a couple of other components. In return STM will receive the spare truck frame, minus wheel motor and axle sets, to enable the frame to be replicated, so in due course we will have a correct pair of No.9 Sydney trucks for both 1729 and PR1 1573. Motor and axle sets have been made available by Victrack from Newport for this work, via COTMA.

When Howard and Greg Sutherland paid a visit to Seashore in September this exchange seemed impossible as the truck was in the open high on a stack surrounded by other bogies and tram bodies beyond access to their ancient 1911 crane. This obstacle was overcome by their volunteers undertaking a major shunt over two days to gain access to the truck and remove it to their workshop. This is another example of great co-operation between Museum groups for mutual advantage.

We are grateful to a number of members and friends who have undertaken to assist in funding this important exchange, and we will shortly be including this in our annual funding appeal.

Road and other vehicles

Rod Burling replaced some rotten floor boards in bus 2619 allowing the new Malthoid floor covering to be laid upstairs. Interior re-fitting is continuing.

New Wollongong members Adam Hayhurst and Sunny Brailey have been busy overhauling the spare AEC engine for our Matador recovery vehicle.

YMCA building

CSO brick layers have made good progress on the fire wall between the first floor of the YMCA building and the Display Hall and with the enclosure of the northern fire stairs.

With the progress being made our stock of common bricks was depleted and we have since had two additional brick deliveries, along with a number of steel doorway frames, sand and cement. More than \$4,000 has been spent in recent weeks, and as our funds are now very tight members and friends are asked to consider digging deep, to help keep this work and other projects going.

Outside Presentations.

In recent times there appears to have been a greater call from outside bodies such as Probus, Rotary and Historical Societies for presentations covering Sydney Tramways. This has provided a good opportunity to showcase our Museum. Both Peter Kahn and Howard Clark have been separately active with these presentations.

Miscellaneous

The traverser received a much needed repaint by Ian MacCowan, with assistance from Zac Miner. The traverser has had the name 'Commonwealth Engineering' sign written by Joseph Spinella on its eastern side to acknowledge its former owner.

A diesel alternator set has been purchased to allow the use of power tools and the 3-phase welder at locations remote from reticulated power.

Contributors

Contributors to this issue are, Howard Clark, Mick Duncan, Mike Giddey, Ian Hanson, Hayden Holmes, Warren Howlett and Bill Parkinson.

SPER NEWS

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

PO Box 103 Sutherland NSW 1499

Editor: Robert Merchant

HAPPY CHRISTMAS TO ALL

We welcome the following new Friends to our ranks:

2753 Graves, Warren

Cranebrook NSW

Trackwork

Preparatory work to connect the main line to the new western track at the first curve north of Pitt Street is continuing with new treated sleepers being slotted between existing sleepers as the tracks converge. 90lb rails are being used and the rail closest to the TAFE boundary has been plated and spiked allowing the rail to be evenly curved by measuring offsets from chords set out with a string line.

Two Thermit track bonds have been installed using equipment purchased when the line was first laid back in 1987. The powder 'shots' are supposed to ignite with sparks from a flint gun but due to aging we had to use a stream of sparks from an angle grinder to set off the powder.

The other rail cannot be accurately placed until the existing track is cut. Nevertheless, most of the holes for the eastern rail have been pre-drilled using a specially made drilling template. This means that the new track can be brought into use with a couple of days of concentrated work.

Where the curve transitions to the long straight towards the northern terminus, the existing track has been pulled about 150mm off alignment towards the road to allow the new track to be laid to the permanent alignment.

Two of the long lengths of 53kg rail that John Holland left standing upright in the 'four foot' south of the Army crossing were found to be contacting the gear cases and lifeguards on some of the cars. The rails lying on their sides were not a problem. The two rails were laboriously jacked up and slid sideways on steel angle iron and placed alongside the Army Depot fencing on timber blocks. The longer of the two was 58 metres in length and weighed over three tonnes.

A rail has been welded to the end of the western track south of the Railway Square waiting shed as a first step in extending that track up to the yet to be installed points to connect with the eastern track near Depot Junction.

YMCA building work

Our CSO bricklayers have completed the wall adjacent to the northern fire stairs in the YMCA building and are now laying the south end external wall on the first floor.

As the fire walls have now been completed between the Display Hall and YMCA, all that remains is to have the fire doors installed and the ramp fitted between the two buildings.

In the last three months, with the availability of CSO bricklayers, we have expended over \$6,000 on bricks and materials, such as sand and cement. One generous

member has contributed \$5,000 towards these costs. The opportunity beckons to keep going with these works whilst we have the opportunity to utilise these skilled CSO workers. This, however, is very much dependent on the availability of your further gifts to enable more purchases of bricks and other materials.

Tramcar restoration and maintenance

R1 1979 has re-entered service resplendent in its new coat of green and cream, thanks to our paint team.

R1 2001 has also joined 1979 in service, after some time in the workshop to replace damaged Melbourne lifeguards with new ones made to the original Sydney drawings, along with modification of the brake system for two person operation..

C 37 is having the new saloon side windows individually fitted by Geoff Spaulding to each window opening. Both controllers (overhauled earlier by Frank Cuddy), and self lapping brake valves have been mounted, and new floor slats have been primed ready for installation with assistance from CSO worker Chris. The floor hatches produced by Rod Burland, along with compressor mountings, have now been fitted, and Rod has taken on the task of cleaning the underside of the car prior to painting and removing descaling and priming underfloor fittings. Axle boxes have been repacked and new axle dust guards are being made for the Peckham truck.

The new motor suspension beams have been received from Andy Rowe in Christchurch. It is expected that Andy will spend some time early in the new year at the Museum assisting with installation of the truck and other equipment for C 37. There remains no firm news at this stage as to when the Christchurch tramway will return to operation and C37 will be required there.

Our Wednesday team have fitted the floor boards to the end platforms of cable grip car 322 and have cleaned and primed much of the metalwork for the aprons and the pipe uprights that support the roof. Rod Burland is making four turned timber corner posts, working from a very weathered sample. These are split to fit around the corner pipe posts and provide the connection between the side and end seats.

Ballarat 37 has been returned to the workshop so work can restart on the restoration. An inspection of the main wiring has shown major deterioration of the insulation so a start has been made on preparations for a rewire of the traction cabling. The second controller for this car is nearing completion to as new condition thanks to the skills of Frank Cuddy. Frank has so far rebuilt most of the electrical items for Ballarat 37. The electrics on this car were in dire need of an overhaul.

We recently sent our P car brake shoe patterns to a foundry in Wagga. They returned on 25 November with

24 newly cast brake shoes. Sixteen are for Seashore Trolley Museum at Kennebunkport in Maine, USA, for their P car 1700 (see below). These will be despatched with a line breaker, four Melbourne headlight fittings and lenses, and a replacement original P type light shade generously donated by Chris O'Sullivan. Some are for use on other restoration projects. The remaining eight brake shoes are for our use. In return, Seashore have dismantled their spare P car truck and are to dispatch the frame to Christchurch where Andy Rowe will 'clone' it to make another two P car truck frames. This will give us four P car trucks for P 1729 and for PR1-1573.

LP 154 is now in the paint shop to go back to the earlier olive fawn and grey colour scheme.

Overhead work

Road 4: An anchor span was installed from pole #57 to the frog pan in readiness for the tensioning of road 4 trolley wire.

Cross Street: Adjustments to the frog pan at the western end of cross Street were made to enable better tracking of trolley wheels. The majority of the regular operating fleet was run through the frog in both directions and all tracked well.

TAFE Cutting: A plan has been made to move the existing main trolley wire over the Up track at the crossing location utilising a frog pan. The first pan anchor span has been made up.

Depot Junction: A standard Sydney trolley wire joiner was modified to accept grooved trolley wire. This will enable the existing Depot Main trolley wire to be connected to the ex-Melbourne pantograph compatible frog pan. A copper running strip was annealed and fashioned to suit the special joiner.

Two service-worn tips (ex Melbourne) on the frog pan were built up by brazing and re-profiling work has commenced to make them compatible with both trolley wheels and shoes.

Work continues on re-working the frog pan to accept our grooved trolley wire. This has meant hand fitting the pan tips to the pan as the pan is designed to accept larger diameter trolley wire. The wire to connect the depot main round (non-grooved) wire to the frog, which will only accept grooved wire, has been made and fitted to the pan. This wire will be connected through the frog pan to the existing second wire, which is required for electricity supply reasons, that runs to the level crossing.

This work was planned for 25 November but had to be postponed due to heavy rain.

Inspection: As part of our safety management system, all the spans on the Sutherland line were inspected to check the condition of the insulating caps and cones and the trolley wire/ear interface. An action plan is being prepared to repair the minor faults found.

The condition of the troughing external to the shed front wall was examined following a report that the doors were fouling the troughing. The external timber troughing is severely degraded and will require some urgent attention. A report has been sent to our Rail Safety Manager.

Glenn Killham, Tim Stuart, Craig Parkinson, Bill Denham and Bill Parkinson assisted with the work in this report.

Insurance Woes

At the same time as we are experiencing a downturn in revenue from visitors, we have just received our new fire insurance premium for the year ending in December 2012. This has increased to \$24,348, including an increased Fire Service Levy of \$4,898, stamp duty of \$2,002 (non

refundable), and GST of \$2,032 (refundable), which is a 22.5% increase over the previous year.

Our insurance brokers are checking this with the Insurers, thought to be due to general increases across the board, due to major payouts last year due to floods, earthquakes and fire, which of course have had no direct impact on us. This, and our other insurance premiums, are of course a major drain on our declining income sources, and now pose a real threat to our capacity to have sufficient overall income to meet all of our operating expenses, which poses a major threat to our continued existence as an operating Museum.

Innovative ways to increase our revenues to combat these cost rises are needed, and all suggestions from members and friends are clearly welcome!

Miscellaneous

In Auckland, our Grinder No.3 has been made operational with new drive belts and has been thoroughly cleaned and repainted.

Double deck bus 2619 is still being fitted out internally while work continues on the replacement engine for the AEC Matador recovery vehicle.

COTMA and Victrack matters

With the support of COTMA, the museum recently received direct from Newport Workshops a delivery of four #15 Melbourne bogies, complete with GE 247 motors, for use as part of our NSW Heritage assisted restoration programme for P 1729, which is soon expected to change places with 93u within public view on road 7.

We are greatly indebted to Tony Smith of MTPS, Haddon, for his efforts in selecting the trucks and being on hand for us at Newport when the loading took place. Tony advises that he performed electrical tests on all the motors, which no doubt helped by the dry environment in Newport, exceeded expectations. As to be expected each of the bogies has at least one wheel set with worn out wheels.

We are also indebted to Mike Ryan of Victrack and the COTMA executive for supporting this acquisition.

Relations with Overseas Museums

As noted above in relation to P 1729, we have been fortunate to experience strong support from Seashore Trolley Museum to facilitate the parts exchange with them to enable us to have the P type truck frame made available for replication. Considerable effort went into dismantling of the truck frame, descaling it of rust, and painting it in preparation for shipment. Our thanks extend to Donald Currie and Danny Cohen and the maintenance staff at Seashore for their efforts. We also need to thank Tony Smith for providing us with the headlight castings forming part of the exchange.

In answer to an appeal from Market Street Railway, and again with assistance from Tony Smith, a quantity of plastic light shades, spare door actuators and a lightening arrestor, arrived at Loftus from Tony, to allow the Municipal Railway of San Francisco (Muni) to use them as replacements or spares for W6 car 916. The MSR are arranging sponsorship of the delivery by air freight to San Francisco.

Contributors

Contributors to this issue are, Howard Clark, Mick Duncan, Mike Giddey, and Bill Parkinson.

GIFT APPEAL – CAPITAL AND RESTORATION WORKS

2nd December 2011

Dear Members and Friends,

As you will note from *SPER News*, progress has been made with the YMCA building of late with brickwork being erected. We need more bricks and materials. Each thousand common bricks costs about \$800 per thousand, and in coming months at least \$4,000 will be needed to keep up with the rate of progress by our CSO bricklayers.

Various tram restoration projects need funds. In particular, Sydney P class 1729, which involves shipping costs of about \$7,000 for exchanging parts with Seashore Trolley Museum. Andy Rowe at Christchurch Tramway will replicate the bogie side frames for 1729. \$5,500 is needed for dyeing a minimum run quantity of canvas for the compartment doors. The excess material quantity should provide sufficient material for the pull down blinds for Sydney O class 957, OP class 1089, replacements for P class 1497 and possibly Brisbane centre aisle 180.

Our track team is in need of gift funding of at least \$5,000 to purchase concrete for major pours for track and pointwork both south of the waiting shed and near the TAFE.

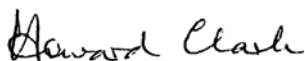
Finally, builders are intending to commence site works in mid February 2012 for the new south storage shed project and up to an additional \$10,000 will be needed here.

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

Please indicate your preferences in the space provided below.

Thank you and with Best Wishes,

Yours Sincerely,



Howard R. Clark OAM.
Chairman

✂-----✂

NAME: _____ Membership No: _____

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

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

Card No:

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

Signature: _____

I would like my gift to be used for (please circle your choice):

New Shed / Track Concreting / YMCA Fitout / Tramcar Restoration: P 1729 / O 957 / O/P 1089

Launceston14 / D 117 / C 33 / C 37 / Other Project: _____

Volunteers Needed!

2nd December 2011

Dear Members and Friends,

No doubt you may be aware that in all departments of the Museum, we are reliant on a small number of volunteers who keep our Museum functioning as an entirely volunteer operated Community Benefit Society, providing amenities and showcasing our tramway heritage to visitors. In effect we have put ourselves in the domain of a Public Museum.

Recently, our roster clerk and our group bookings officer in particular have experienced difficulties in planning ahead for sufficient traffic staff to be available on scheduled operating days.

As mentioned in *SPER News*, the Museum is facing increased costs, particularly with Insurance, at the same time as we are experiencing a downturn in visitor numbers and of course gate revenues.

It is vital, if the Museum is to remain financially viable, that our operating revenues are sufficient to meet our operating costs. Consequently, we need to be in a position to remain open to the public on all advertised operating days, so as to maximise our revenue opportunities, and not to become reliant on a small handful of people to fill gaps and be available at very short notice.

Suggestions that we restrict our operating days or opening times, for instance, during current advertised operating dates in school holidays will serve to create confusion for visitors and diminish revenues further. This pressure comes at a time when we need all the revenue we can earn so as to at least match these ever increasing costs.


Members of the Board, our Traffic Manager, Roster Clerk and Group Bookings Officer, will be pleased to hear of any ideas, suggestions or initiatives you may be able to share with us to help bring back former or occasional traffic staff to volunteer on a more frequent basis, offer yourself as a volunteer if you are not already doing so, or entice new volunteers to join us and become more active in keeping our Museum functioning smoothly. This also applies to other roles, whether it be in the workshop or with track work, grounds maintenance or clerical duties.

Additionally, your thoughts or assistance to help boost our revenues will also be very welcome.

Put your thinking caps on! Drop us a note at PO Box 103 Sutherland 1499, or hand your written suggestions in an envelope to the OIC on an operating day.

With every Best Wish for a Merry Christmas and Happy New Year.

Kind Regards,



Howard R Clark OAM
Chairman