

## 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

### Vintage Tramway Festival – Sunday 26 February

We welcome the following new Friends to our ranks:

2368	Mollet, Dennis	Narwee NSW
2369	Mollet, Robyn	Narwee NSW
2754	Lee, Robert	Elizabeth Bay NSW
2755	Watson, Shane	Sutherland NSW
2756	Hatton, Michael	Gregory Hills NSW

#### Plaque unveiling ceremony

To mark the contribution of Austrak; John Holland, Rail NSW; and Pandrol Australia, for the recent track upgrade on the Royal National Park Line, as facilitated by Bill Killinger, it is planned to install a brass plaque acknowledging this activity. This is to be unveiled at the Museum at 11:00am on Saturday 25 February, for representatives of those organisations and invited guests, followed by a planned ride in C car 29 and to Royal National Park in O car 1111, concluding with light refreshments for our visitors.

#### Vintage Tramway Festival

Our annual tramway festival will be held on Sunday 26 February and will be an all Australian trams day, with our interstate trams sharing the spotlight with our Sydney cars.

The Power House Museum's O class car 805 has been approved to appear on the day and will run as a coupled set with our O car 1111. It will make two runs during the day, at 11:00am and 2:00pm, both times approximate.

#### Sydney O 1111 centenary

The Museum's O class tram, 1111 will reach 100 years of age in late July 2012. It is intended to have a celebratory event on Sunday, 29 July.

Celebrations will focus on O 1111 during the day, along with operation of some of our other trams that are 100 years or older. Thus trams like C 29 and 290, F 393, J 675, N 728 and possibly O 805 could be used.

David Critchley will be co-ordinating the event and he needs a group of enthusiasts who could meet regularly to assist in planning this event, perhaps including supporting attractions (veteran cars?), catering, sponsorship, etc, etc.

If you can help PLEASE call/email David as soon as possible. He would like to get a team planning meeting underway as soon as possible.

#### Track relaying work

Work on reconstructing the track between Depot Junction and the Railway Square Waiting Shed was put on hold so as not to interfere with special events such as Torquefest and the upcoming February Open Day. It is hoped to return to this project in early March.

In the meantime the opportunity was taken to extend the western track around the first curve north of Pitt Street ready to be connected to the main line. A new track drain was constructed near pole 109 close to the end of the concrete track. A total of 8 cubic metres of concrete was purchased and laid on 4 and 7 January, the cost partly covered by a member's donation. This was sufficient to enable the track to be used to a few metres past the end of the concrete and was tested by ballast motor 42s on 14 January. Rails and sleepers have been placed around the curve and as much preliminary work as possible has been done to minimise down time. It is intended to complete this project as soon as possible. It is hoped that alterations to the overhead will be done concurrently so that changing of wires will not be necessary. Due to building work slow downs and wet weather, it has been some time since we have received any surplus concrete.

Two long welded 53kg rails over 50 metres long were jacked out of the '4 foot' near Army Crossing on 5 November and were barred to the side of the track as they were being scraped by lifeguards and gear cases on some of the trams.

Fourteen sleepers have been replaced between the first curve and the TAFE Crossing but the track beyond a point 30 metres north of that crossing was closed on 3 December pending further works. We are making urgent enquiries to try to source more concrete sleepers so the 53 kg rail can be used.

Our CSO workers have dug a trench for the stormwater pipe to drain the pit for the new left hand points that are soon to be installed between Railway Square and Depot Junction. The trench will also carry a 50mm water line and more electrical conduits.

Work is also in hand to extend the western track south from the waiting shed towards the location of the new left hand point.

#### RNP fire trail

The National Park Service expressed concern about the condition of the fire trail paralleling the

National Park line following its heavy use by Hollands during the recent resleepering work.

David Canini, our earthworks contractor was engaged to repair the roadway on 28 January. David used his front end loader to excavate spoil from the end of the old Scouts Camp platform on the National Park line and loaded our yellow tip truck seventeen times. Chris Olsen and Mike Giddey deposited the spoil along several boggy sections of the road near the culverts under the line. While the truck was away David moved ash from the old platform across the track to provide extra cover over our recently laid stormwater pipe on the Loftus Oval side of the line.

After lunch David spread, leveled and compacted the fill to provide a reasonably good road surface.

For over 25 years the local father and son team of Alex and David Canini, both of whom will be well known to many museum members, have been providing the museum with specialised excavation and earth moving equipment and expertise.

David would like to put together a portfolio of views of this work over the 25 year period.

It would be appreciated if any member who has photos or video of any of this work, including before and after views and 'action shots' could assist us in helping David.

Please send copies of any relevant photos, videos or electronic items to Greg Sutherland at the Museum and Greg will on forward to David.

### **Old site**

There have been further break ins by vandals in recent times. It is recognised that security is a major problem, and various options are being investigated to make the building more secure and minimise access. As a first step installation of power to allow some form of alarm system to be installed is being investigated. Ideas and funds are needed!

### **New shed**

It is expected that builders will be onsite within the next two months to see our long awaited building erected. This will occur once the water tower and replica sprinkler and steelworks wagon and other items are moved elsewhere in the area near the pine trees, or elsewhere.

### **Sydney C class 37**

Work has continued on C 37 with the saloon windows individually fitted, new internal windows to cover the sliding door recesses installed by Geoff Spaulding, along with repairs and splicing pieces into the end bulkheads. Controllers and brake valves have been mounted. Rod Burland has undertaken the dirty and awkward job of cleaning the underside of the frame and flooring. He has also removed, cleaned and painted most of the under-floor brackets and mountings, and varnished the end bulkhead sliding doors, preparatory to fitting.

The new motor suspension beams received from Christchurch have been drilled and painted awaiting the spring mounting brackets. New truck springs ordered from a manufacturer in Christchurch are expected to be delivered to Loftus before the end of February. Richard Clarke supplied the drawings to Andy Rowe of Christchurch Tramway some time ago, however as some were tapered springs, these have taken longer than expected to manufacture. Andy will spend a few days in Sydney to assist with fitting the truck under the car, once the springs arrive.

### **Tramcar painting**

The paintshop team have been busy attending to the museum's fleet once again. Peter, Joe, Vic and Ian have commenced the exterior repaint of L/P 154. This tram is being returned to the early 'drab' colour scheme of olive, fawn and grey. In this instance, the repaint will be carried out with the Newcastle version of these colours in mind. Although only minor, the variations in this scheme were duly noted by Norm Chinn who has passed the information to Ian. Thank you Norm for your assistance!

The tram has already reached the final stages of the undercoat work.

Sydney J car 675 has had remedial work carried out by the paintshop as well. The correct shade of grey has been applied to the upper panels and the roof to khaki colour.

Richard Ferrari has removed graffiti from the lower panels of the Railway Square waiting shelter. The upper portions of this shelter (including the signal box) are scheduled to be repainted in the cooler months.

### **Tramcar advertising**

Our museum has supplied the Seashore Trolley Museum with a collection of internal and external tramcar advertising. We have built up a collection of these gems from the past over the last 20 years. Many of them are over 55 years old and reflect the daily life of a generation long gone. We now have about 30 internal ads restored and documented with more on the way. A recent addition has seen external advertising mounted on the apron brackets of 1979. These have attracted much comment from the members and public alike. The art work involved in restoring these is carried out by Joe Spinella, and what fantastic results he has achieved! Thanks also to Howard Clark, Vic Solomons, Frank McQuade and Barry Tooker for their contributions to the collection.

### **Sydney R1 class 2001**

R1 2001 had its new Sydney lifeguards fitted. It was out-shopped on 23 October and its place on road 10 was taken by Ballarat 37, meaning that we have it and Sydney 37 together in the workshop.

### **Ballarat car 37**

The two sliding king pin block assemblies for Ballarat 37 were received back from Leussink Engineering and have been cleaned primed and painted black ready for re-installation. Covers have been removed from the underfloor cable ducting in preparation for rewiring. Frank Cuddy is making good progress on reconstructing the second controller and the compressor governor.

### **Melbourne cable grip car 322**

The Wednesday crew have made and fitted new lifeguards around both ends of grip car 322, fitted floor boards to the end platforms, cleaned and primed various steel components, and refitted the end aprons.

### **Sydney P class 1729**

P 1729 has been moved to the second position from the rear of road 7 in the Display Hall from where it can be seen by the public. This is to comply with terms of the heritage grant.

Following the move to road 7 Martin Pinches unbolted and unscrewed the bistro tables from the tram together with the Perspex door and window infills and the aluminium strips supporting them. An external terminal casting for the body tie rods has been removed for duplicating, as tie rods were not fitted when replica seats were installed for the Canberra Tradies Club to replace missing seats in the main saloon and in the end compartments. This required unscrewing one of the centre seat backs to enable the casting to be removed, along with the smaller lower casting. Warrington Cameron has taken the two castings away to have replacements made. Warrington has also removed one of the seats from the drivers cabin and one of the main side windows, which was missing the original aluminium cast top. The glass suppliers will use this as a pattern for drilling the hole in the correct place in the necessary replacement toughened glass. Howard Clark collected from Harradence Glass the etched banded 'SMOKING' and plain banded laminated glass for fitting to the upper window cavities.

Vic Solomons has commenced removing the carpet that was installed whilst the tram was in Canberra. This will be a time consuming task as the carpet has been glued to the underfelt, which is glued to plywood covering the original floor timbers. Vic has also placed all the Perspex onto the glass racks for possible future use.

Seashore Trolley Museum have despatched the P car truck frame to Christchurch for Andy Rowe to replicate a pair of trucks. The frame is scheduled to reach Christchurch on 23<sup>rd</sup> February via Boston and Los Angeles. Our exchange materials which left Loftus on 14th December have now arrived at Seashore. This consisted of two sets of new P car brake shoes, four Melbourne headlights and a line breaker. The new shoes will enable P 1700 to be

operational again in time for the northern summer season.

Six wheel sets and some P car axle boxes have been extracted from under the suspended floor at the back of 15 Road for despatch to Christchurch, for lathe work and fitting to the truck frames. Their place was taken by the spare O bogie which is under cover at last.

The four Melbourne No.15 trucks which will supply traction motors for 1729 and PR1 1573 have been moved to the northern storage yard.

### **Road and other vehicles**

AEC double deck bus 2619 is having the old malthoid stripped from the lower deck floor. The refurbished radiator was refitted on 14 December. On the same day the bus was lifted by the four workshop jacks some 1400mm so that the fuel tank could be removed for cleaning inside and out. The underside was steam cleaned and painted and the compressor was removed, cleaned and re-fitted.

Our Bedford tower wagon attended the city's annual Australia Day Motorfest on 26 January and was on display in Bent Street.

### **YMCA building**

Further brickwork has been erected by our CSO bricklayers on the southern wall of the first floor of the YMCA building and brickwork has commenced on the second floor.

During December, thieves entered the building and removed a quantity of copper water pipe recently installed in the ceiling area to service the toilets planned there.

### **Bookshop air conditioning**

On 18 January Dave Herbert and Craig Parkinson installed the air conditioning unit for the bookshop. The compressor is mounted behind the drivers cab and it is to be kept clear and free of any rubbish or obstruction that may restrict the air flow. If you want good air flow through the bookshop all obstructions up high must be moved to allow the air to move through the shop. All the windows must be kept closed at all times.

### **Tramway signalling at the Museum**

The NSW tramways had far more signalling installations than any other Australian system. At the peak in the thirties there were almost thirty interlocked junctions on the Sydney tramways and with other signalling at railway crossings and bridges, the signalling installations for trams in NSW were numbered over forty.

Some operating tramway signalling was set up at the old site in the Royal National Park but since the move to the present site, 24 years ago there have been no operating signals on display to represent this important part of tramway technology.

There are a number of signals of both colour light and semaphore types currently in storage at Loftus and also off site. Noel Reed has put forward various proposals for the display and possible use of these signals, which are being examined by our Safety team, prior to any installation, other than for display, taking place.

Members wishing to take part in this project, are invited to contact Noel Reed by email at [noelreed10@bigpond.com](mailto:noelreed10@bigpond.com) or by phone (evenings) on 0412 814 579.

### **Tramway Historical Society, Ferrymead**

A new three road shed has recently been erected on site, which was scheduled for official opening by the Christchurch Mayor on Saturday 4 February. The building currently houses the City cars left stranded following the disastrous earthquake in February 2011, which were stored in the weather at Ferrymead since. The building was erected with funds raised locally and through donations from various COTMA museums and individuals, including the Sydney Tramway Museum, and also including a donation from our friends at the Danish Tramway Museum.

For the Sydney Tramway Museum, Monday 30 January was an important occasion, witnessed by Howard Clark, as the covers were removed from Christchurch 'Yank' 12 (obtained a number of years ago by STM as it is almost identical to a Sydney G car, and fills the missing link in our collection of Sydney production car types), and the car was rolled into the building by THS members to be placed undercover for the first time in around 60 years.

### **Steam tram at MOTAT**

Sydney Tramway Museum has assisted the recreation of the sand gear (sand dome) for ex Sydney steam tram motor 100 at the Museum of Transport and Technology, Auckland by providing photos and drawings of a similar sand dome on Sydney W type water sprinklers.

Richard Clarke has also provided MOTAT over fifty drawings of steam tram motor details from STM archives, for reference. The drawings also included O and R car couplers as illustrations of Sydney couplers.

Vic Solomons is obtaining two additional drawings from State Records.

In other news the S&E grinder on loan to MOTAT, has not seen operation, due to repairs necessary to the motor. The motor has now been installed, and a short demonstration of it moving in the workshop was given to members of the COTMA Executive meeting there on 29 January.

### **Miscellaneous**

On Saturday 20 January four new taps were put into operation on the Museum's water service. Three are located on the eastern side of Tramway Avenue between Cross Street and the southern end of the Railway Square Waiting shed and the fourth can be found at the barbecue facility south of the Railway Square Waiting Shed.

A number of complementary comments have been received on the quality of Lakewood Park's lawns and the gardens along Tramway Avenue. Both areas are a credit to our hard working gardening team.

The track tamper has been stripped of its trolley pole and electrical gear and is to go on loan to the State Mine museum group at Lithgow where they will fit the diesel engine from the old air compressor and use it for a couple of years. It was to be loaded on 19 January but the truck did not show up.

The donated diesel air compressor, which we hoped to use to drive air tools for trackwork may be a dead loss as the necessary new seals are no longer available.

### **Back to Audley Day**

Sunday 19th February; 10:00am-5:00pm

Members may be interested in attending the official reopening of the Audley Visitor Centre and Kiosk, plus stalls and other activities at Audley. A mini-bus service will connect with trams at Royal National Park terminus.

### **Late news**

The track re-lay work at the first curve north of Pitt Street was commenced on Thursday 2 February in wet and miserable conditions which continued on the second day. Only the Saturday was fine. The old eastern track was disconnected and old rails were towed back around the curve clear of the work site. This enabled the old sleepers to be removed which in turn allowed respacing of the new sleepers where necessary. Old ballast was excavated and further rail joints were fishplated.

There is still some work to be completed to reconnect the new rails to the remaining track towards Sutherland. An overhead frog pan is to be installed as a temporary measure where the two trolley wires cross on the curve to restore use of the line as quickly as possible.

### **Contributors**

Contributors to this issue are: Howard Clark, Richard Clark, David Critchley, Mike Giddey, Ian Hanson, Craig Parkinson, Noel Reed, Greg Sutherland.



running in along Tramway Avenue.

Although we didn't have the Scouts barbeque this year, the kiosk worked well and no one went hungry. The bookshop also did well, helped long by Vic Solomon's outside stall selling second hand, rare and out of print tramway and railway books. By the end of the day, Vic had raised well over \$200 for the Museum.

Many thanks are due to the many people who again contributed to the success of the Sydney Vintage Tramway Festival, particularly the crews who manned the trams on the day. Special mention should be made of Perth Electric Tramway Society member, Shane Parsons, who again travelled across the continent to lend a hand. Once again, special consent was given by the Power House Museum, to operate their O car, 805, on the day.

### **Track relaying work – north of Pitt Street**

A number of members have expressed some confusion as to the objectives of the track works program and it is timely to review the works completed and proposed.

We are basically following the original plan which was developed back in 1979. This included the left hand point north of Depot Junction to form the southern end of the double track which was to eventually extend to just north of the main TAFE crossing.

The eastern track north of Pitt Street was the original main line while the western track was a dead end siding. From TAFE crossing it was to be single track with a run around loop at the northern terminus which would eventually become a passing loop when the line is extended into Sutherland. For that reason the concrete road crossings laid by Sutherland Council in 1987 at Pitt Street and TAFE include the future second track.

The left hand point near Depot Junction is a Sydney point with point hook operation and is currently being installed.

Once the reconstruction and concreting of the Depot Yard and the laying of the pointwork to serve the Top Shed was completed in 2005, two left hand points utilizing ex-Melbourne sprung cast blade units were assembled by Mike Giddey, one on top of the other in the Top Shed yard. The blade units were left separate from the main bodies of the points so that they could be moved separately by our No. 2 & 3 forklifts working together. These two sets of points were to form a trailing crossover two car lengths north of Pitt Street for terminating National Park services and was not in the original plan.

The western set were welded into the western track which was re-laid and set in concrete as far as the first curve while the second set was placed beside the eastern track to await its re-construction due to a difference in levels. This work was interrupted several times due to work becoming more urgent elsewhere. Both tracks past the Railway Square waiting shed had to be closed, re-constructed and set in concrete followed by replacement of the Depot Junction points utilising cast blade units and a throw over point lever.

The western track was connected to the main line last February allowing the eastern track north of Pitt Street to be closed for reconstruction and concreting to match the western track and this work is in progress simultaneously with the placement of the left hand point and the reconstruction of the section from Depot Junction to the Railway Square waiting shed. A right hand Sydney point was also assembled in front of the Railway Square waiting shed during 2007 to form the facing points for the

south end of the future Rawson Loop. These have been moved to the northern terminus and await installation when time permits. The final layout of Rawson Loop has yet to be determined.

The western track has been connected to the main line at the first curve north of Pitt Street and the old eastern track has been disconnected and closed to traffic north of Pitt Street. The work was done in mostly wet miserable weather over a three day period and the following Wednesday and Saturday. Some ballasting remains to be completed. It was pleasing to see that Michael Kerry and traffic staff members Andrew McCabe, Mick Ward and Martin Pinches answered the call for assistance.

When the concreting of the Depot yard and the yard for the Top Shed was completed towards the end of 2005, Mike Giddey assembled two left hand points, one on top of the other, for a trailing crossover two car lengths north of the Pitt Street crossing. These were moved by forklifts 2 and 3 to our work site.

One was welded into the re-laid western track and was concreted in place while the other was placed beside the eastern track for the time being due to a difference in levels between the two tracks. The cast blade units prepared for this set were among the materials subsequently stolen by scrap thieves.

With the recent transfer of operations to the western track some of the old eastern track has been lifted and the eastern points have been aligned and welded in place. Formwork has been erected ready for concreting when surplus concrete becomes available with three cubic metres being placed on 21 April. A pair of replacement cast blade units are being prepared to replace the ones that were among the material previously stolen by scrap thieves.

Warren Howlett and Rainier Nichol have fabricated a replacement point bar socket device which will be connected to the cross rod between the point blades.

Completion of the trailing crossover will allow genuine double track operation through the museum area. The extension of the eastern track to TAFE crossing will be carried out as time and money permits.

### **Track relaying work – near Depot Junction**

The re-lay of the track between the new Depot Junction points and the concreted tracks past the Railway Square waiting shed commenced in March when most of the old track was lifted. Our regular earthmoving contractor, David Cannini excavated the road bed and a pit for the Sydney street type point mechanism that is in place under the new left hand points. These have been awaiting installation for about eight months.

Water and stormwater pipes and conduits have been laid in the nearby trench and the base of the pit was concreted on 14 April with the first lot of surplus concrete received for some time. The placement of the points and the connections to the eastern and western tracks will follow in the near future. It can be seen that a lot of preparatory work going back to 2005 is now coming together allowing a number of projects with long gestation periods to be completed.

### **Overhead work**

On 9 February, a used ex-Melbourne frog pan was brazed to reinstate a running surface and profiled to suit skids. It was installed at the north end of the TAFE cutting to align the trolley wire over the recent changes to

the track work. This is a temporary situation until further track work is completed. In conjunction with this work the final two trolley wire hangers were installed over the western track. It had not been previously possible for this to happen as there was no track under the wire.

A complete new Melbourne frog pan was installed over the new Depot Junction point work on 22 February to eliminate the need to change wires when trams run from the platform to the Park. The second wire up the hill to the substation, required for electrical reasons, will remain but will be moved away from the main running wire.

Assisting David Rawlings with this work were Bill Parkinson, Glen Killham, Craig Parkinson, Hayden Holmes, Bob Cooper, Geoff Olsen, Frank Cuddy and Greg King.

### **YMCA building**

New member Scott Aston has been assisting CSO bricklayers to close off the southern external wall on the first floor of the YMCA building, the lift shaft on the first floor, and the northern fire stairs on the second floor.

Another 2000 bricks have been purchased to enable this work to continue.

### **Sydney C class 37**

Rod Burland has cleaned and painted the underside of C37 and is now re-fitting all the various cleats, mounting points, the two sandboxes, coupler mounts etc. Geoff Spaulding and Howard Clark are sanding and varnishing the seats for the car.

Springs for the truck have now all been manufactured in Christchurch, and are expected to be delivered to Loftus shortly, for fitting to the truck, before it can be placed under the car.

### **Melbourne cable grip car 322**

Warren Howlett, Terry Thomas, Rainer and Bob Cooper continue the reconstruction of cable grip car 322. Woven wire mesh was obtained from a Victorian manufacturer for the mesh panels on the aprons. A jig was made to bend some steel rods for the panel frames to support the mesh, which was pulled laterally into a diamond pattern prior to fixing to the frames. Two of the original platform seats are currently being sanded back and primed.

### **Sydney P class 1729**

It took a couple of weeks for Vic Solomons, Howard Clark, Martin Pinches, Dennis O'Brien, Meg O'Brien and her husband Peter Jeffcoat to remove all the carpet, underlay and the two layers of Masonite which had been glued and nailed to the original flooring of the car. It was quite a job! On removal of this material the floor was found to be in sound condition. Vic has continued with the painstaking task of removing remnant glued underlay from the wheel arch timbers, under the seats.

All the interior lamps and audio fittings installed by the club were removed from the ceiling and stacked away.

Fittings in the cab (shelving and other items installed by the club) were removed. Old electrical wiring installed when the car was used for other purposes was removed from under the car. Side board brackets were freed up.

A general clean up of the interior was carried out. Meg and Peter spent a fair amount of time on this task and enjoyed doing it.

Several of the cross bench seats were replicas, fitted by

the carpenters at the Canberra Tradesmens Union Club when the car was installed in the bistro. Although they are authentic in looks, they were not built in the same tongue and groove manner of the remnant originals. Steel brackets were fitted to attach the frame to the top seat nosing, and tie rods were omitted. For the car to be used it is essential these tie rods are replaced. Warren Howlett secured the replacement threaded rod, Warrington Cameron has had replacement brass outer frame castings made, Martin Pinches has removed filler from the original tie rod holes in the side pillars, and removed seat back slats to enable holes to be drilled through the steel brackets and timber seat frames for the tie rods to be fitted.

Replacement 'Smoking', etched glass and plain etched glass has been obtained from a specialist glass supplier for the fixed side top window panes, and replacement toughened glass, drilled to allow for fitting of the aluminium cast lifters has also been obtained.

Geoff Spaulding has removed the old upper fixed glass from the car sides, and is undertaking the tedious job of removing the original plate glass lower window panes to make way for the replacement toughened glass. Broken glass in some of the window cavities is a hazard and an obstruction and further slows the removal process.

Howard Clark has removed the metal panels from the drivers apron, to allow for timber repairs, and removal of the drivers window sash to enable replication of a replacement.

Meanwhile, in Christchurch, the spare bogie frame obtained from Seashore Trolley Museum in a parts exchange has arrived, and has been dismantled by Andy Rowe and Steve Lea, and replication work has commenced. Richard Clarke has assembled from our archive a DVD with original P car truck drawings for Andy to refer to with replication works.

### **Sydney OP car 1089**

Just over \$3,000 has been spent with the specialist glass supplier for a full set of etched 'Smoking' and plain etched laminated glass for this car, which can be fitted as time permits, now the painters have finished the car body repaint.

It may be of interest to note that this glass is marginally wider and somewhat deeper in size, than the counterpart glass in the P car, which in turn is marginally larger than LP 154, undergoing a repaint on road 8.

### **Sydney LP car 154**

Our painting team of Peter Butler, Joe Spinella, Ian Hanson and Michael Kerry have made great progress with the repaint of the car, back to the olive, fawn and grey with red colours, the same as for 1089 sitting behind it on road 8. The car should be finished in time for service by 29 July next.

### **Tramcar blind canvas**

Following a visit by Howard Clark to the Bradmill Outdoor Fabrics factory at Derrimut, in an outer Melbourne suburb, Bradmill have dye matched the terracotta canvas used in Sydney for tramcar blinds. In order to obtain this shade for our restoration works, a minimum dye run of 200 metres had to be ordered. This should be sufficient to manufacture blinds for P 1729, replacements for one side of P 1497 not previously replaced, and for OP 1089 and our O cars.

## **Navy Dressing**

After facing difficulties in obtaining supplies in the last couple of years, due to a Victorian paint manufacturer no longer willing to mix it for us, a solution has finally come to hand.

Thanks to Hayden Hart, and Pitchi Richi Railway Preservation Society Inc., they will mix up a 200 litre batch for us to share 120 / 80 with the ARHS Canberra Rail Museum, using an original South Australian Railways formula.

This will provide adequate supplies to apply to the roofs of C 37, D 117 and P 1729.

## **Road and other vehicles**

O class breakdown car 141s left the workshop and was placed in road 12 in the Top Shed to allow 31-seater bus 2878 and the tower wagon to take its place on the workshop pit road.

The bus was in for an engine transplant. Following some extensive preparatory work on the replacement AEC engine, the refurbished engine was installed on 14 April. This bus was formerly owned by member Bruce Pinnell and was one of only four 31-seater buses to be repainted in the PTC blue colours. It is to be used in company with our 1275 at the Wings over Illawarra air show at the Illawarra regional Airport at Albion Park on Sunday, 6 May.

## **Leyland 275 in wedding photo-shoot**

On 25 February, acting on an initiative from Craig Parkinson, our heritage single deck bus 275 was used in a wedding photo shoot at Belmore Basin near Wollongong.

With Craig driving, David Critchley as conductor in period NSWGT uniform and the bridal party aboard, the single deck half cab was used for a number of wedding photographs near Wollongong Lighthouse and in Stuart Park.

Craig's hard work in cleaning and preparing the bus were appreciated by the bridal party and David's attention to detail in uniform resulting in him being included in a number of the wedding photos. The bride made a generous donation to the Museum for our efforts.

## **Trams at Glenreagh Mountain Railway**

Following a decision by that organisation to focus solely on railway activity, we were requested by GMR to 'take our trams back', which had been on loan to them for several years. Our tramcar mover, Mario Mencigar of Australian Train Movers has collected W5 car 792, and taken it to his yard for storage under tarpaulins. At the time of this move, the other two cars, W2 392 and W2 447, plus a quantity of spares, remained at GMR within their buildings. The Independent Transport Safety Regulator gave consent for these cars to be moved a short distance outside the respective buildings for them to be craned onto Mario's truck. We have been advised the cars have now been moved ready for collection. It is expected this will occur during early to mid May, although potential difficult crane and truck access to 392 may prevent it being moved from that location, until an alternative solution is found.

Bond funds to cover transport costs are to be returned to us in respect of 392. However, regrettably the other two cars were not covered by any similar formal written agreement, and thus we have to meet these costs alone, if the cars were to be saved.

## **New Shed**

It is hoped that once the area dries out after the wet weather, works can soon be undertaken to tidy up the site, preparatory to builders taking possession. This will include the demolition of the remains of O 1151, disposal of the underframe and some other remnant steel for scrap, movement of the replica water car and steelworks buggy and the steel columns ex Darling Harbour to another location nearby, and finally move the water tank temporarily south.

## **Annual Accounts – 31 March 2012**

Another full year has passed. Thanks are due to Peter Kahn, for again carrying out our annual stock take in the bookshop and kiosk, which is an all day job. Our revenues for the year are expected to fall back to around pre 2011 year levels, following our exceptionally successful vintage tramway festival in February 2011 to mark the 50th anniversary of the closure of the Sydney Tramway System, with record not to be repeated numbers in attendance.

Again, Don Campbell has acted as timekeeper this year. His records show that a total of 23,849 volunteer hours were completed by 110 members and friends this year, which is well below the 27,346 hours by 123 persons last year. Again, this no doubt reflects the exceptional activity in 2011, and looking back to 2010, 24,967 hours were contributed by 109 persons, which seems a more normal figure.

Our greatest expense again in 2012, is by far our various insurance costs, and our ability to cover these and other overhead costs from our operating revenues remains a serious challenge. There are always cash shortages in June and December when the big premiums are payable.

As always we remain grateful to a great number of members and friends, who again have donated generously to the Tramway Museum Fund for various capital works projects, particularly a handful who have given large sums towards particular projects. The annual accounts are under preparation at present, for audit in the next couple of months.

## **Miscellaneous**

Frank Cuddy has carried out remedial work on the switch-group of O breakdown car 141s and is now working on an O reverser for 957.

The materials to be dispatched to Christchurch for bogie work for 1729 and 1573 are yet to leave. Mick Duncan has been cleaning the wheel sets and pest free timber cradles need to be made for shipment.

Andy McDonald continues his battle with the weeds after completing the rock retaining walls near Depot Junction.

Kate Strancar maintains the toilets, amenities area and the barbecues in excellent condition.

Eva Gay is carrying on her great work with the gardens and Ian MacCowan with maintaining the lawns. Unfortunately, Ian has suffered a setback by tearing ligaments in his lower leg/heal, and will be out of action in the lawn mowing department for some time. We trust you are now on the mend, Ian.

## **Contributors to this issue**

Contributors to this issue are: Mike Giddey, Howard Clark, David Critchley, Mick Duncan, Ian Hanson, Dennis O'Brian, David Rawlings.

# SPER NEWS

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

PO Box 103 Sutherland NSW 1499

Editor: Robert Merchant

## O CLASS TRAM CENTENARY WEEKEND – 28 and 29 July

We welcome the following new Friends to our ranks:

2361	Cousins, Ben	Wentworthville NSW
2362	Richards, Scotty	Woolloowin QLD
2763	Griffith, Chris	Ersleville NSW
2764	Leonard, John	Junee NSW

### Obituary – Norman Leslie Chinn OAM

We are sad to report the passing of one of our museum's founders and its first General Manager, Norm Chinn.

Norman Leslie Chinn was born to Eileen and Archie Chinn on 3 August 1929 at St George Hospital, Kogarah. Norman attended primary school at Mortdale and Penshurst, and Marist Brothers High School, Kogarah.

A serious accident at the age of 12 caused the loss of one eye and he sustained a loss of vision in his other eye. His schooling became spasmodic as he had to attend hospital for treatment daily for nearly two years. This resulted in Norm only reaching grade seven before leaving school early. The injury also prevented Norm from following the occupations of his grandfather, chief storeman at Eveleigh Locomotive Workshops, and his father, a linesman and cable tester with the Tramways.

Norm followed his uncle and went to work as an apprentice pastry-cook, serving the full three year term at several locations. He ended up in the central business district of Sydney where he encountered employees of the Sydney City Council, who persuaded him to leave cooking for the healthy outdoor life of the Council's Parks Department where he stayed for 19 years. During this time he worked on the Anzac Parade garden plantations, the tennis courts and golf course at Moore Park, and finally as groundsman at the E.S. Marks Sydney Athletic Field where he had the pleasure of hosting several international events in both athletics and tennis.

During his first year with the Council, Norm married Marjorie Ryan on 10 November 1951, a lass he had known since primary school. This was a happy marriage which has resulted in three daughters, Karen, Noreen and Lyndell, and seven grandchildren.

For reasons associated with his wife's health, it became necessary to leave the Council and find work he could do at home. After much discussion, he decided to try bird breeding and sales, and it turned out to be a good choice. Norm became one of the largest fauna dealers in Australia and the only one permitted to deal in every state without a permit. He supplied most large commercial outlets in Sydney with birds.

Norman was a founding director of the Pet Industry Joint Advisory Council of Australia, a trade association representing the entire pet industry, and Treasurer of the Bird Dealers Association of NSW. He worked closely with government in the early days, assisting with drafting rules and laws governing the industry.

The great success of the family bird business did not prevent Norm from pursuing his lifetime hobby of rail transport. As a result of the influence of his grandparents, he developed a keen interest in all manner of rail transport, particularly street tramways.

While not being able to attend school, Norm spent much of his time at home learning all he could about the subject of rail industrial history.

He joined the Australian Electric Traction Association, which advocated the use of modern trams, and with friend Ken McCarthy formed a History Section of the Association.

Several old types of Sydney tram were being phased out and Norm decided to see what could be done to retain some for future generations to study and learn of the important part trams played in shaping Sydney. A request was made to the Commissioner of Road Transport & Tramways for an L/P class tram be made available for preservation. It was originally planned to house the tram in Norm's parents' backyard at Mortdale. In November 1950 their request was granted resulting in a complete tram being set aside for preservation in 1951. It was the first electric tram to be preserved in Australia.

Preserving trams was outside the aims of the AETA, so the History Section broke away in September 1955 to become the Australian Electric Transport Museum, later incorporated under the NSW Cooperation Act in April 1959 as the South Pacific Electric Railway Co-operative Society Ltd. The Society subsequently adopted the trading name Sydney Tramway Museum.

The fledgling museum group obtained a site at Loftus on the northern edge of the Royal National Park and Norm became its first general manager, responsible for construction of a depot to house a growing fleet of preserved tramcars and laying tracks on which to run them. He was a forceful leader and as a result gained a fearsome reputation, but it was necessary to keep members working. A museum is not built by people standing around talking! He held this position until 1963, and continued to be active in the museum for many years thereafter.

Norm co-founded the magazine *Trolley Wire* with Ken McCarthy, now in its 60th year of publication, and co-authored five books on trams. He provided input to the May 2012 issue of *Trolley Wire*, the last to be prepared in his lifetime.

Norman Chinn was awarded the Medal of the Order of Australia in the General Division in the list of Australia Day honours announced on 26 January 1991. His citation was for service to the community, particularly through preservation of historic rail transport. Norm was also proud to be a founding member of the Sutherland Shire Historical Society. He became a Justice of the Peace in July 1999.

Norm was one of 100 residents of the Sutherland Shire to represent the Faces of the Shire in a booklet and on specially produced billboards in a roving exhibition to mark the centenary of the Sutherland Shire in 2006.

Norm passed away peacefully at home in the early hours of 30 June. His funeral service on 4 July was attended by over 200 family, museum members, friends and neighbours. The tramway museum fraternity has lost one of its most successful pioneers.

### **Sydney's Toastrack Tram Centenary, 28 July**

Our celebrations for O 1111's centenary will commence with a 'Trams After Dark' style evening on Saturday, 28 July, starting at 3:00pm and operating until around 9:00pm. In keeping with the centenary theme, all four trams to be used during the evening will be at least a century old. Along with O 1111, this year will see the first use of F 393 in operation after dark. So bring a warm supper along and help kick start 1111's celebrations.

### **O 1111 Centenary Day, Sunday 29 July**

Our Patron, former NSW Transport Minister, 1965-1975, Hon Milton Morris AO, will be in attendance on that day from 10:00am, and will be the guest of honour when our present Minister for Transport, Hon Gladys Berejiklian attends at 11:00am to unveil a plaque honouring the support from our Patron over many years, particularly in ensuring the gazettal of our current Museum site for 'Museum purposes'. In response, Milton will present a small plaque for installation in O car 1111 to celebrate its centenary.

The Railways Band will be in attendance. After the plaque is unveiled, and a banner cut through by 1111 to mark its centenary, 1111 will transport our guests to the Royal National Park and return, for light refreshments afterwards in the Railway Square Waiting Shed.

Thanks are due to the group of members and friends who attended on 14 July to tidy up the site, and clean our other centenarian trams to be used on the day. David Critchley and his team also need thanks for planning the day.

### **New shed**

The site has been largely cleared ready for the new building with the ex Enfield water tank being moved

further south beyond the pine trees, using two cranes. The remnant underframe of wrecked O 1151 has also been moved south, pending an opportunity to have it cut up for scrap.

Our advising civil engineer, Alan Wright, has been working hard to resolve a few remaining issues before a construction certificate can be issued.

One of the latest obstacles is a requirement to obtain an electrolysis report from a professionally qualified party, for Railcorp. This involves an additional cost of about \$1,000.

There are still some landscaping issues to be overcome as well, so further action may still be a couple of months away.

### **Repainting of 154 completed**

After more than a decade in the standard 1933 colour scheme of green and cream, Sydney L/P 154 has been returned to the 'drab' colours of olive, fawn and grey. The works on repainting the tram were completed on Saturday, 7 July with the finishing touches being applied by Peter Butler and Ian Hanson.

154 represents the standard version of the 'drab' colours as applied to tramcars in Newcastle as well as those tramcars of this type in Sydney.

Rare colour photos taken by the late Ben Parle revealed that there were a number of local variations in the scheme peculiar to Newcastle.

The problem of solving what colours went where was ultimately solved by Norm Chinn, whose immense knowledge of Newcastle tramcar colours assisted the paintshop to apply a unique version of this scheme.

As well as carrying out painting works, our resident artisan Joseph Spinella, applied gold leaf car numbers to 154. Other members who assisted with restoration and refitting were Michael Kerry and Vic Solomons. The final results are outstanding and exceeded our expectations.

### **Sydney P 1729**

Geoff Spaulding has been busy with this car, and has fitted tie rods to the replica seats installed by the Canberra Tradesmen's Union Club. This was a frustrating and time consuming task involving removal of seat slats, drilling out the steel frame support brackets and replacement of the slats, with assistance from Martin Pinches.

Geoff has removed all the original windows in readiness for replacement toughened glass to be fitted, once the car body has been painted. A couple of the window concertina support mechanisms were found to be broken, and these have been removed for repair.

The main drivers window sashes have been removed and delivered to our joiner, Ross Traeger for repair and replacement, as necessary. Geoff has repaired some of the original floor hatches, utilising the last of the left over

floor boards made for C 37, and also used for the cable grip car. Replacement floor slat timbers are in the process of undercoating prior to Geoff cutting to size for installation.

### **Sydney C 37**

Rod Burland continues to work on this car, and has refitted most underfloor components removed for the clean and repaint. Rainer used the lathe to turn up three replacement seat pedestals, and Rod has stained and varnished these ready for fitting. He has also fitted the wall based seat frames to the car interior, made up and fitted floor timber supports for the two air reservoirs, and is attending to the remaining aisle side seat frames, removing old varnish, and sanding prior to revarnishing.

The new truck springs are on the way from Christchurch.

### **Ballarat 37**

The ongoing restoration of this tram is slowly nearing completion. Repairs to the roof and repainting with 'Acrylmeric' has now commenced and will be completed at the end of August. Refitting of destination boxes, replacement glass and other items that need attending to has re-started after the tram was moved back into the workshop last month.

### **Sydney C 29**

Owing to its condition, work is required to remedy substantial flaws that have developed in the paintwork on this car. The whole car is to be repainted in the 1890s crimson colour scheme. 29 will be moved to the paintshop road during August to allow this work to proceed.

### **Overhead work**

The frog pans at Depot Junction, Cross Street and Road Four have been adjusted on several occasions to accommodate the varying trolley pole geometry of the trams in the fleet.

Brazing and profiling work on another worn ex-Melbourne frog pan has commenced. This frog will be installed over the new track work at the Railway Square Waiting Shed.

Additional clamps for steel poles associated with the new trackwork have been ordered. Frog pan levelling plates of 'Speranian' design have been manufactured and will be galvanised at the same time as the pole clamps.

### **Road and other vehicles**

No.1 forklift has had a water leak repaired. No.2 forklift has had its carburettor overhauled and a new fuel pump installed. The Tower Wagon has had its exhaust manifold repaired. General maintenance has been done on all vehicles as required.

### **Trams at Rozelle**

The City Council had called for Expressions of Interest

(EOI) relative to four of the six tram bodies in the former depot. Two were received.

One proposal was for the use of all four as 'Spiegel trams', to be restored and used as mobile retail venues at various festivals. Apart from restoration costs and the cost of storage between such festivals, Council officers held the view that such innovative ideas would fall out of favour after a short time (as was so with the Melbourne Moomba festival about a decade ago), so this idea was not recommended.

The other proposal involved a representation as an art form of tram 1923, depicting the demise of Sydney trams, enclosed in a glass case partly buried. This idea had favourable merit, except for practical considerations relative to the costs of a glass case, humidity issues and graffiti prevention, etc., compared with costs of other potential art forms. It also failed to score support from Council officers.

As a consequence of the above, the City Council committee declined both EOIs.

The recommended outcome is that technical ownership of all tram bodies be confirmed as with Sydney Tramway Museum, and Council will take responsibility for external storage, at an undisclosed location under heavy duty tarpaulins for a period of three years from transfer ex Rozelle, whilst STM and Council work toward finding ways of conserving/ restoring the tram bodies in the meantime.

The four cars mentioned above now have been Heritage listed, viz, R 1753, R1923, R1 1995 and R1 2050. The remaining two, R1 cars 1943 (last car to Watsons's Bay), and 1993 have no long term significance to Rozelle, and thus are not shown as part of a Heritage listing.

1993 is a part of an initiative by Council for a 'Mens Shed' project supported by Council at Woolloomooloo. Ownership will vest in the Council upon installation. The first proposed project at the site will be restoration of the tram body within the compound. STM will assist with advice towards this project, and earn a consulting fee donation.

R1 1943 (and perhaps the most restorable and complete of cars) is not on the heritage list, however alternative conservation use has not been found within the three years it will become a STM responsibility.

R1 1995 is required to remain on site to be incorporated into the development.

### **Trams at Glenreagh**

W2 447 and a quantity of spares was collected by Mario Mencigar of Australian Train Movers and transferred for storage at his yard.

W2 392 and the spare bogie for the generator unit remain at Glenreagh. Plans are being developed with the heritage rail group at Crookwell to take delivery of this car in due course.

## **Trackwork**

The major track work has concentrated on the reconstruction of the section between the new Depot Junction points and the existing concreted track at the Railway Square waiting shed.

After earthworks by our contractor David Cannini, the base of the pit for the new left hand points was poured 14 April and the sides were formed and poured on 5 May, the same day that the body of O 1151 was broken up to make way for the new southern shed.

On 16 May the new points were positioned over the pit allowing the in-fill rails to be connected from it back to the Depot Junction points. Check rails were added and a track drain was welded into place uphill from the new points to intercept excess surface water.

The last panel of the old track was removed, allowing David Cannini to return on 16 June to lower the excavated area further.

Surplus concrete received at this time was placed in the eastern points of the Pitt Street crossover. By the end of June we were running out of prepared places to take concrete so a 20 foot track panel was set up north of the crossover points for this purpose and was soon found to be required.

Two Franna cranes were engaged to move the Enfield water tank clear of the site of the new southern shed. Once this was done one crane was used to move the O car underframe and the spare bogies. The second crane was used to place the 40 foot track panel on the main line at the Railway Square end of the relay work. This panel is the one that was built on top of the new left hand points some time ago. As they say in the cooking shows, "Here's one that I prepared earlier".

The rails were then connected from the concreted track up to the new points. Some surplus concrete has been placed along the northern end of the new track up to sleeper level for about 6 metres.

A major concreting effort is scheduled for 20 and 21 July.

## **Other works**

Bricklaying is continuing in the YMCA building on the 2nd floor by Scott Aston and a couple of CSO personnel. A further 4000 bricks and a load of sand were delivered recently and were barrowed up into the building.

A glazier was engaged to replace the broken windows in O breakdown car 141s and that car has vacated the workshop to be once again replaced by Ballarat 37. We again have two number 37s in the workshop.

Frank Cuddy is working on two O car reversers. Work on the grip car has slowed while Warren Howlett is on

holidays. Mick Duncan and Bill Parkinson serviced the cars scheduled for the up-coming event weekend on 28-29 July. Terry Thomas and Rainier Nichol are making an adaptor to fit an air filter to the new diesel air compressor so it can be brought into use.

Andy McDonald has progressed the rock retaining walls south of the Depot Junction and is keeping the weeds under control.

## **Other news**

Howard Clark and Warrington Cameron had a meeting with Bendigo Tramways on 11 July to discuss preservation of Y1 611, which has been stored in the open at Gasworks depot for some time on behalf of STM.

This was a tram which the late Bruce Worthington wished to sponsor for repaint and upgrade eventually to bring to Loftus for use with school groups.

Our visit ensured 611 is now under cover for the first time in several years. It was clear that the roof materials were still wet from recent rain and stressed and falling off, and some canvas had already split. Water had started to penetrate the cracks in the canvas in a few places, and a 'just in time' attitude was required to minimise large roof repair/replacement costs which could be avoided. The car is now expected to remain under cover whilst canvas repairs and seat upholstery works and other repairs are carried out. Some of the navy dressing recently obtained will be used on the roof.

## **Museum members**

Some of our working members get very little recognition. Vic Solomons would be in this class as he quietly goes about keeping the grounds clean and tidy, removing the rubbish to the skip and taking recyclables off site for collection. He also cleans up the workshop after the workshop boys. As Warren quite candidly says, "If it wasn't for Vic cleaning up after all of us we would be up to our waists in rubbish by now".

Another is Katie Strancar who ensures that the Museum's facilities and meal room kitchen areas are clean for our visitors and members.

Andy MacDonald, apart from building rock walls, in the last few weeks has moved two huge mounds of tree mulch, spreading it over garden beds and around the grounds to enhance the visual impact of the Museum for our visitors. He has quietly undertaken this task using only a wheelbarrow and shovel.

Thank you Vic, Katie and Andy.

## **Contributors to this issue**

Chris Olsen, David Rawlings, Ian Hanson, Martin Pinches, Marge Chinn, Howard Clark, David Critchley Mike Giddey.

# SPER NEWS

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

PO Box 103 Sutherland NSW 1499

Editor: Robert Merchant

## ANNUAL MEMBERS DAY – SATURDAY, 8 DECEMBER

We welcome the following new Friends to our ranks:

2365	Cavaleri, John	Chipping Norton NSW
2366	Cavaleri, Alex	Chipping Norton NSW
2767	Cavaleri, Liliana	Chipping Norton NSW
2768	Hammond, Robert	Greystanes NSW
2769	Dawson, Kay	Kingswood NSW
2770	Graves, Warren J.	Kingswood NSW

### Annual Members Day, Saturday December 8

An invitation is extended to all our Members and Friends of the Sydney Tramway Museum to attend the Annual Member Day event. The afternoon's activities will commence at 3:00pm. There will be the usual assortment of tram rides in various cars. Members can bring their own dinner or you can purchase a 2-course barbecue meal for \$10. Those desiring the latter will need to book in advance. Bookings by email should be sent to Mitchell Skillcorn ([mitchellskillcorn@bigpond.com](mailto:mitchellskillcorn@bigpond.com)). Phone bookings also can be made to 0438-007-187. If no answer, please leave a message.

We will be presenting another movie night in the open air commencing at 7:45pm. Films of general transport interest will be screened. Those attending may need to bring something to sit on.

Tram rides will be available well into the night with recently repainted Sydney 154 as well as the Berlin tram 5133 and San Francisco car 1014.

We can guarantee that you will have a great time!

### New shed

Our regular earthworks contractor, David Canini, was engaged by the builder of the new shed to excavate a level platform for the building and to dig out for the footings. Tom Tramby drove our yellow tip truck to transport the spoil away. Some was placed in the '4-foot' (i.e.: between the rails) of the track to facilitate vehicular access, some near the trailing crossover and some along the existing bank north of the new building.

After more than five years of frustration since we commenced fund raising and planning for this shed, a construction certificate was issued. The end result is both a shorter and narrower building than originally envisaged, due to constrictions with the adjacent pine trees, and the need for greater space for landscaping on the highway side.

Footings were poured and a block-work retaining wall about a metre high was erected. The steel framing was delivered on 5 October and erection of the frame commenced on 8 October. By Saturday 13 October wall cladding was erected on both side walls, leaving the roof, south end wall and north end shutters to be fitted, along with the small emergency access doors to be installed on the highway side.

As part of the DA, mesh screens are to be erected abutting the shed walls. This is to both enable our garden team to grow screening climbing plants and assist as a deterrent against graffiti.

Since a firm commitment to the building construction was made late in 2011, around \$93,000, excluding GST, has been spent, with a further \$14,000, plus any approved variations required to be paid on completion. A further \$4,000 to \$5,000 is expected to be required to cover erection of the outer mesh

covering material and fast growing screening native trees for the highway side of the building. We originally raised around \$65,000, which together with interest earned in the meantime has required us to use other Museum Fund monies to cover around \$30,000 of the shortfall of Museum Fund monies set aside for this building. We therefore need members and friends to 'dig deep', and make a gift towards this project now. Fit out inside the building will be our next funding requirement.

### YMCA Building

Scot Aston and a number of CSO workers are continuing brickwork on the second floor around the lift shaft and the south end wall. Periodically sand, cement and bricks have been delivered and barrowed up into the building then carried up to the 2nd floor. Almost 6,000 bricks have been delivered since April 2012, which along with the other materials, amounted to almost \$6,000 excluding GST.

We were fortunate to receive very supportive half page coverage in the *Leader* on 9 October, under the headline 'Tram museum needs \$300k', following an interview with Howard Clark the previous week. The article deals with the history of the original building in Bathurst Street, Sydney, the re-erection of the façade, and our eventual intentions for the use of the structure at Loftus. Let's hope this publicity may bring some external support in future!

### Sydney P 1729

A spare ex Melbourne No 15 truck with motors and six corridor car wheel sets, eight axle boxes and some brake components were craned into a container and dispatched to Christchurch in late September. Andy Rowe spent ten days in Sydney preparing for this (also see C37 item below), before returning to Christchurch. Using these components, Andy will re-profile the wheel sets and turn down the axle ends in their wheel lathe for fitting to two new Sydney No. 9 trucks he is constructing in Christchurch Tramways workshop, and also fit-out the truck frame received from Seashore Trolley Museum in our recent swap deal. Motor bearings will be made in Christchurch and one of the trucks will be fitted with the motors from the No 15 truck. To minimise shipping costs, the remaining motors and bearings will be fitted at STM. With our spare No. 9 truck currently under 1573, when completed there will be a pair of operational trucks for both P 1729, and for PR1 1573.

Geoff Spaulding is continuing body work on the car in Road 8. The main and time consuming task Geoff has been working on is removal of the roof ducting boards, removal of old paint and bitumen from them and repair and splicing of timber into damaged areas, and priming the boards. Evidence of fires in the tram lighting circuits in a couple of places has necessitated the repair. Geoff has also plugged numerous sprinkler head and electric wiring holes in the ceiling and roof, put there during Club days, and removed electrical cables.

### Sydney C 37

Rod Burland has fitted the floor hatches and is now installing the floor slats. Rod has varnished the seat support timbers and fitted the two air tanks on pedestals under the seats.

Andy Rowe came over from Christchurch and fitted the new coil springs and rods as well as the new motor suspension beams

to the Peckham truck.

The car body was lifted back onto its Peckham truck on 26 September using our two overhead cranes and the Randwick Workshops spreaders. It was driven onto the traverser using its own motors for photographs, which had earlier been subject to testing by Bill Parkinson. This is the first time since 1924 that the car would have moved using traction power! Andy needed to rectify a twist in the end of the truck frame which only became apparent after it was attached to the body. He commenced fitting the air plumbing before his return to New Zealand. Andy will return later to finish more of these fit-out tasks. As it is now intended that trams will not be running again in Christchurch before September 2013, and any extensions later still, it is likely the car will see some service at Loftus, before it will be needed there.

### **Sydney O/P 1089 and O 957**

Frank Cuddy has overhauled the two reversers for these cars and is working on the line switches and some circuit breakers for C37.

### **Cable grip car 322**

Warren, Terry and Rainier have fabricated three grip mechanisms. One is for our grip car while the others are for The Powerhouse Museum and for Hawthorn Depot Museum. These have been made from original detailed drawings but they are complete only to just above rail level with the below ground parts deleted as the cars are only for display.

### **Ballarat 37**

Work continues on Ballarat 37. Mick Duncan, Mick Ward, Vic Solomons and Alan Watson have put the piston back in the brake cylinder and are overhauling the brake gear.

The same crew lubricated and repacked the axle boxes as necessary on all the trams used for 1111s 100th anniversary.

### **Sydney C 29 and Bendigo 11**

Attention to the paintwork on the Bendigo tram 11 has been carried out by Joe Spinella and Peter Butler. In addition to this work, repainting of the exterior of Sydney tram 29 has commenced. Windows have been removed for revarnishing and arrangements are in hand with Joe Spinella to undertake the coach lining and gold leaf work required. Car 29 is being repainted in its existing crimson colour scheme. It is necessary to repaint this tramcar owing to a large amount of blistering and cracking in the existing paintwork.

### **Other tram moves**

All three of the trams at Glenreagh Mountain Railway, along with spare motors and other parts, have now been retrieved and transferred for safe storage under tarps (costing us \$1,500 each) at Mario's yard. GMR have paid us the bond money set aside for 392. However, after crane costs and cartage, it has still cost an additional \$4,000, for additional time on site for cranes and equipment disconnection costs. This was due to an access issue and the need for double lifting of the tram body, and separate lifts for the bogies, before it could be loaded. Unfortunately, the other two cars were not covered by any bond funds, and funding for these moves had to come from other unallocated tram preservation funds, which are now exhausted. An expensive lesson, in what was initially a goodwill gesture by STM to GMR, for us only to experience an upheaval in the membership structure of that body, and a need to rescue the trams from likely destruction.

In addition to the above, R 1849 and two motored No.1 Melbourne trucks, were retrieved on 24 August 2012, from a property near Robertson in the southern highlands. One of the trucks has GE247 motors, whilst the other has the more usual MV101 type, which are valuable spares. A full complement of R1 bulkhead and drop centre fixed seat backs also came with the car, along with an end coupler. The body is sound, and the roof had been protected by a fibre glass cover. It had been on the property for about 20 years, and before that it was for a period

located at the old North Sydney tram depot site as part of the 'Big Bear', store complex. A change of property owner required it to be moved at short notice, and no later than the day of the move. At this stage it is not envisaged it will become a candidate for restoration and future use at STM, and other opportunities for preservation are being explored. In the meantime any assistance with funding towards our investment cost of \$6,400 in the motored trucks will be appreciated.

### **Overhead work**

Depot Junction: Continuing adjustments to the Depot Junction frog were made and further work on the various spans in the area will be attended to following the installation of the new waiting shed point work.

Railway Square Waiting Shed point: The frog pan for the second road in Tramway Avenue was installed and is operational for Sydney corridor cars. Trials for the other operating cars in the fleet will determine whether further alignment work is required.

Relocation of feeder wire: The feeder wire running from Depot Junction to Substation No.2 is being relocated approx 600mm to the west of the running trolley wire to avoid confusion for traffic staff. This was also done to historically replicate the same feeder arrangement that was done in George Street, City between Haymarket and Town Hall.

Glenn Kilham, Chris Olsen, Geoff Olsen, Bill Parkinson, Craig Parkinson, Tom Tramby, Matthew Geier, Scot Aston, Bob Cooper, and Hayden Holmes assisted with these works.

### **Mannesman poles**

As part of new overhead wiring being required at Railway Square, work was undertaken by the Paintshop to repaint another four of the Mannesman cast iron poles near the depot junction. Thus virtually all of these poles in the public area of the museum have now been repainted.

### **Trackwork**

On Friday 20 July the new welded track from the Depot Junction points to the Railway Square Waiting Shed, including the new left hand points which are to be known as the Railway Square points, received a final level check. A total of 20 cubic metres of concrete was purchased and laid in the '4-foot' (the area between the rails) to rail level. Danny Adamopoulos made a special FIFO (fly in-fly out) trip from Singapore for the job. A further two cubic metres was purchased the following day to complete the section.

After the weekend of 29-30 July, the track drain south of the new points was completed. The triangular area formed by the tracks converging at the junction and edging strips around the Railway Square points were concreted with surplus concrete.

Some rails from the relay of the first curve north of Pitt Street were recovered and used to connect the new points to the western track at the waiting shed. A rail stack was relocated clear of the new work. The joints were welded and the ratchet puller was used to bend the rails to an even curve followed by the welding of steel angle iron sleepers. This was followed by the installation of check rails to both the inner and outer rails of the curve.

On Friday 14 September Danny was back to concrete the '4-foot'. Some excess concrete was laid on the eastern track north of the Pitt Street trailing crossover.

On Wednesday 19 September 7 cubic metres of concrete was ordered for the 'six foot' (the space between tracks) area between the recently concreted new western track and the eastern track near the Railway Square Waiting Shed. This was done to facilitate the movement of trucks, etc, taking materials to the site of the new South shed.

After the arrival of the concrete in two trucks, Tom Tramby and Andy MacDonald commenced screeding but before long it was found that the concrete was going off much too quickly. It was all hands to the job and both Traffic and Workshops staff, including our Chief Engineer, Richard Clarke and Workshops Manager, Bill Parkinson, were attempting to rescue the job.

Mick Duncan soon learned some new skills using a metal float whilst Glen Killham abandoned his work on the overhead to assist. After digging out and barrowing excess concrete to another area where it could be used, Andy, together with Danny Adamopoulos and Chris Olsen who had just arrived on site, worked into the early evening to complete the rescue job. Although not a completely perfect finish it ended up much better than most members believed could be possible earlier that afternoon.

In total approximately 41 cubic metres of concrete was used to complete the new eastern and western tracks between Depot Junction, the new points to the western track down to the Railway Square Waiting Shed. Many thanks to all the members who assisted in this important job at our Museum over the last few months.

The expedition of these works has not been without cost, which since April 2012 has amounted to just under \$14,000, excluding GST, of which almost \$10,000 was for purchased concrete, with the balance on other costs, including excavation and gas supplies for welding. We are grateful to a number of members who have gifted most of the funds for the concrete.

With the works team fully committed to the Railway Square track project there was no time to attend to the Sutherland line which has been closed to passenger operations beyond TAFE Crossing for several months.

On 11 August, 99U dragged some of the long lengths of 53kg rail along the '4-foot' of the Sutherland line and laid them out in pairs towards TAFE Crossing. On 22 September these rails, one of which was 115 metres long and weighed over 6 tonnes, were jacked up and sleepers were placed across the track under them. This allowed them to be barred to the side of the line where they have been placed on a sufficient number of wooden blocks to keep them clear of the ground. This was necessary as they had been fouling some of the lifeguards on the trams and made sleeper replacement extremely difficult.

Our team has replaced 22 sleepers to 6 October and further work is continuing with a view to reopening passenger services to the Army depot level crossing.

Some CSO workers and Andy McDonald have been recovering blue metal ballast from the old eastern track and placing it around the re-laid first curve.

A second pair of rails was tie barred and welded into position north of the trailing crossover on the old eastern track to provide additional places where surplus concrete can be accepted. Work has resumed on preparing the cast blade units for the eastern points of the crossover.

### **Road and other vehicles**

Our Bedford tower wagon attended on 9 August the Council of Motor Clubs annual display day at Eastern Creek raceway.

### **Other news**

Mick Duncan has advised the workshop is running out of clean rags and requests that if members can supply suitable material (old sheets and similar items), they will be welcomed by our workshop workers.

Matthew Geier has updated and corrected the links on our web site, and added a couple of new ones.

A number of galvanised rubbish bins have been privately obtained for the museum grounds to replace the ordinary looking wheelie bins and brighten the appearance of our various rubbish collection points. New 52-litre bins were initially installed alongside the kiosk and outside the display hall. Feedback regarding them has been positive, leading to a similar sized galvanised bin being placed near the main entrance. Two 76-litre bins have been installed at the northern end of the Railway Square shelter facing onto the Lakewood Park picnic ground. Alongside each new bin is a new 52-litre plastic box for bottles and cans. The new bins and boxes are Australian made products and should stand up well to the sun shining on them. Plastic bin liner bags have been placed in the two starters cabins to maximise hygiene in rubbish collection.

On the Princes Highway side of the Railway Square shelter a patch of Kakadu lawn grass has been laid over a bare patch of earth at the southern end of the shelter. This spot will eventually have bitumen laid over it. Meanwhile, the grass will give a much needed improvement to the site until it is eventually tarred over. The grass will then be put to good use elsewhere. Kakadu is a high quality strain of Buffalo that will take wear and tear, plus either full sun or part shade. Over the next few weeks further Kakadu grass will be rolled out around the barbeque area and between the rails on areas where concrete trucks had eroded the grass and soil during recent track works.

### **Railway Square waiting shed**

A new problem has emerged with this building. At the southern end white ants or termites have attacked the pedestals of one of the seats and found their way into some of the tongue and grooved vertical boards. At this stage we have no overall idea of the extent of damage and eradication/rectification costs. It is not likely to be cheap, and again members and friends may be called upon to assist in meeting these costs when known.

### **Point covers in Tramway Avenue**

These covers, following traditional Sydney practice, were installed in Tramway Avenue using hardwood timbers. Although replaced several years ago, the timbers have suffered badly from wear and tear, and again are in need of replacement with better quality re-cycled hardwood than the older materials previously adapted for this function. Approximately \$2,000 will be needed to fund this job, and perhaps a member or friend may be in a position to sponsor this amount.

### **Museum sprinkler systems**

Since August, we have suffered an expense of \$7,073, excluding GST, by emergency plumber repairs and works carried out by the maintenance contractor in an effort to rectify a pressure loss in the system. Further expense is likely, however this unscheduled expense has drained our operating finances, (leaving a problem with additional electricity costs –see below) and any further works (such as searching for and clearing possible dirt from the pipes) may have to be deferred until funds become available.

### **Electricity supply**

Back in July we received an amended electricity bill for the six months ended June 2012, and providing a credit for the March quarter bill paid by us in April. This resulted in an additional retrospective bill for the March quarter of \$1,462, before GST, being added to the uplifted June bill. These amounts were queried with our supplier, Energy Australia, as average quarterly consumption was also recorded as about 50% more than previous periods, (16,000-17,000kWh up to 24,000-26,000kWh per quarter) as well as being charged under a new 'time of day' system, instead of the previous 'general rate'. An extension until October 2012 was given as the matter was classified as 'in dispute', whilst the matter was 'investigated'. Advice then was that the March quarter was an estimate and that meters were changed to a 'power smart' system which differentiates time of day usage, and apparently a more accurate read of usage. We now have a cumulative net bill for the nine months to September, totalling \$12,489.22, plus \$1,248.22 GST, payable on 24 October, for which we urgently need to find the funds, if we are to make a payment on time, as these sums are not available at present from our operating funds.

### **Southern Sydney Volunteer Expo 11 October 2012.**

This expo was held at the Sutherland Entertainment Centre with various volunteer groups maintaining information stands. Peter Kahn and John McFadden looked after our stand, and a few prospective volunteers came forward. At the same time in an adjacent room, presentations were being made to various nominated individuals and groups of individuals for the 'Volunteer of the Year' awards. Our gardening team of Andy

McDonald, Eva and Ted Gay and Ian MacCowan were nominated, and although not winners, they received a well deserved certificate to recognise their volunteer efforts.

### **ITSR training exercise at STM**

On Thursday 23 August a number of senior staff and investigators from the Independent Transport Safety Regulator (ITSR) attended a training exercise at the Museum.

The number of investigators (about 13) required the team being split into two groups with each group attending two training exercises.

The rolling stock components (bogie and tramcar construction, wheel profile and interface) session was conducted by Grant Holliday (Director Technical Services) within the depot complex.

The track condition and components session was conducted by John Gorman who took the groups on a tour of the Sutherland line from Pitt Street to the end of the new track work.

The teams then came together to be shown track geometry recording techniques by John Gorman, using the Royal National Park tramline. These techniques are used in any investigation of a derailment or other accident. This line was selected as it had recently been resleepered by John Holland to a high standard.

Also attending were: Adrian Rowland (Executive Director Transport Safety); Alan Lidbetter (Director Compliance Investigations); and David Pearson (Manager Investigations).

Those attending from STM were: Richard Clarke, Hayden Holmes, Geoff Olsen, Bill Parkinson and Ian Saxon.

### **RailCorp Community Challenge**

RailCorp attended the Museum on Wednesday, 12 September 2012 for their Community Challenge. RailCorp were conducting a management development program involving 24 middle managers, engineers and project support staff at Bellambi (south of Sydney).

The Community Challenge was coordinated by John Snider, Senior Project Delivery Manager. Part of the Challenge involved their staff attending the Museum as volunteers to work with STM members on various activities for a good part of the day, as well as interacting with a local community group.

On this day they provided assistance in many meaningful tasks at the Museum including mowing and gardening, and track laying.

The gardening group did a wonderful job of clearing and mowing the grass at the Royal National Park station ready for the summer.

The track laying crew worked with Danny Adamopoulos, Bill Parkinson and Ian Saxon and were able to replace ten sleepers on our Sutherland line. This was a truly remarkable feat considering that the team of about ten RailCorp staff were middle managers used to working in the office. They worked very hard, not shying away from the hard work of removing the old sleepers, replacing them with new heavy wooden sleepers, drilling the sleepers and driving in the dog spikes by sledge hammer. We thought they may relay four sleepers, they thought they could relay six, so ten is a very creditable effort! Well done, RailCorp!

Another part of their challenge was to interact with a local community group, in this case with children from the Cooks School at Loftus and the guys from Ridges. These children have special needs and the people from Ridges were deaf.

The RailCorp staff went on the tram from the museum to meet the children from Cooks School as our tramline passes close by the school (it is the most northern group of buildings north of the TAFE College). The members from Ridges made their own way to the Museum. The RailCorp staff then took the groups for a tour of the Museum site and some tram rides.

At lunchtime, the RailCorp staff put on a beautiful barbecue spread for everyone including the STM Traffic staff who were also working with the RailCorp people managing the children and other visitors.

From all reports we believe that RailCorp staff, the children

from Cooks School and the STM staff had a most enjoyable time. However, we suspect that some RailCorp staff who worked on the sleeper replacement project may have been a little sore the next day.

This exercise also gave us an excellent opportunity to develop relations with senior RailCorp personnel.

### **ITSR visit**

The Independent Transport Safety Regulator (ITSR) visited the Museum on Thursday, 27 September for an inspection with the Museum's Rail Safety Management team.

The areas covered were:

- Governance and Internal Control Arrangements;
- Rail Safety Worker Competence;
- Risk Management;
- Fatigue Management;
- Safety Interface Co-ordination, and
- Emergency Management.

From the areas covered five findings were identified and these will have to be addressed by STM. ITSR will give a formal report of the findings to STM in October and we will have until the end of November 2012 to respond to the findings. The response will be in the form of a timetable on when we can fully address the findings.

### **National Rail Safety Regulator (NRSR)**

The Office of the National Rail Safety Regulator (ONRSR) will commence on 20 January 2013. To enable this to be a truly national system all jurisdictions are working towards having legislation passed through their Parliaments before the end of 2013, effectively adopting the Rail Safety National Law (SA) Act 2012 (RSNL). It is important to note that the legislation establishing the ONRSR is not a Commonwealth legislation but all states will have similar legislation to the SA Rail Safety Act.

The ONRSR will be located in Adelaide with branch offices in each capital city and will be led by Mr Rob Andrews who comes from England and is a highly experienced rail safety regulator.

Alongside establishing the NRSR, the role of the Australian Transport Safety Bureau (ATSB) is being expanded to undertake national rail safety investigations across all metropolitan passenger and freight rail networks across Australia.

At this stage STM will not be immediately affected as all accredited operators will have their accreditation recognised under the RSNL and there will be a two year transition period.

### **Visiting the Museum by road**

Members visiting the museum by road who would normally drive through Sutherland can now take the bypass, proceed south on the right hand lane over our level crossing to a new slip lane. This enables a u-turn to be easily made onto the northbound section of highway leading to our premises.

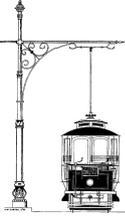
### **Sydney Vintage Tram Festival Sunday, 24 February 2013**

Next years event is entitled "Trams of Australia". Owing to the large number of interstate visitors who make the trip to the Museum to enjoy this event each year, it was decided to cater for both local and out of town visitors by utilising most of our operating interstate fleet of cars as well as our well loved Sydney veterans. In addition there will be vintage double and single deck bus rides.

The event is still in the planning stages at this point so it is not yet clear exactly what tramcars and buses will be in service. More news about the event will appear in the new year. The Museum will be open from 9:00am to 6:00pm on that day.

### **Contributors to this issue**

Ian Hanson, Ian Saxon, Mick Duncan, Howard Clark, Mike Giddey, Martin Pinches, David Rawlings, and Chris Olsen.



# Sydney Tramway Museum

Owned and Operated by the Volunteers of the  
South Pacific Electric Railway Cooperative Society Ltd  
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## GIFT APPEAL – CAPITAL AND RESTORATION WORKS

14th October 2012

Dear Members and Friends,

I am taking this early step to include an appeal letter now, with SPER News, rather than with our usual end of year appeal. Our cash flow is becoming critical, and we need financial support NOW, due to some unforeseen issues. As you will note from *SPER News*, there are a number of matters which focus our attention on the need, URGENTLY, for funding, to cover our operating costs such as ongoing insurance payments, which absorb more than half of our visitor dollars, along with assistance in the form of gifts to the Tramway Museum Fund.

Of the above, we have shortfalls in funding for the erection of our new south storage shed, needing around \$20,000 in additional gifts to cover the additional approved variations and landscaping / anti graffiti / vegetation measures to help protect the new building, and achieve 'lock up' stage. After that we have internal fit out and possible sprinkler protection issues to consider.

We also have a need to consider other capital works and longer term investment in spares to focus upon. We need around \$4,000 to erect mesh screens close to our new shed to allow screening vines to grow, plus fast growing natives on the highway side to mitigate against graffiti, plus around \$2,000 to re-invest in new timber point covers in Tramway Avenue. Support for tarpaulin cover for trams stored offsite (4 x \$1,500), plus costs in obtaining valuable spares (\$6,400) is needed, along with covering shortfalls in protecting Museum assets caused by transport to a secure environment.

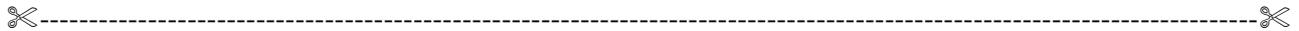
The other issue is one of supporting our ongoing activities. Because of unexpected costs relative to renewal / replacement after 25 years of some sprinkler protection equipment, our operating account has suffered an outgoing in excess of \$7,000, and with the increased electricity charges, outlined in *SPER News*, we are in need of an additional \$8,000 to see us in a position to fund this additional impost, which will be offset, if members and friends cover the sprinkler renewal costs outlined, with their gifts.

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 works / YMCA / Sprinkler renewal / Tram restoration projects

Other Project: \_\_\_\_\_