

## 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 – Sunday, 24 February

We welcome the following new Friends to our ranks:

2771	Tyrrell, Stephen	Wishart Qld
2772	Burns, Hugh	Hornsby NSW
2773	Cox, Joshua	Manly NSW
2774	Hull, Robert	GyMEA NSW

We welcome the following new shareholder to our ranks:

684	Brundle, Liam	Russell Lea NSW
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Liam has transferred from our Friends ranks.

#### Sydney Vintage Tram Festival Trams of Australia – Sunday 24 February

Our famous annual tram festival is on again! We will have a different format from recent years, showcasing tramcars from several Australian cities. This year the attractions will include the operation of the ubiquitous Sydney coupled O type trams 805 and 1111 for a limited number of journeys. Representing the Newcastle tramways is the recently repainted L/P class 154 scheduled for several trips. In addition, trams from Brisbane, Melbourne and Adelaide will also see service.

We are also anticipating a vintage bus service to Sutherland. The museum will be open from 9:30am to 5:30pm with more frequent services being operated than a normal operating day.

#### We need you!

On Saturday, 23 February we will need volunteers to assist in tram preparation, cleaning, etc. We would like to see some new faces too! If you have been taught to drive a tram, you can also be taught how to clean one! We will show you how. Ian MacCowan is already busily engaged in site clean up in readiness for our big event.

#### Trackwork

Readers may recall that a pair of ex Melbourne cast point blade units that had been prepared for the eastern points of the new trailing crossover north of Pitt Street were stolen by scrap thieves. A replacement pair were placed near Depot Junction thoroughly cleaned and refurbished. A new cross box and cover were made and fitted by Mike Giddey, along with a point bar socket device made by Warren Howlett. On 3 November it was placed into position with No 3 forklift and welded into its permanent place. No chances were taken that

this one would 'go walkies' particularly as thieves have recently stolen a transformer from the fenced yard of our incomplete No3 substation at Sutherland.

Rails recovered from the curve on the eastern track were placed, joints welded and track laid from the new points back towards the Pitt Street gates. The remaining two lengths of rail on the eastern track north of Pitt Street were welded, the last of the timber sleepers removed and steel angle iron 'sleepers' were welded in place. CSO workers have been recovering ballast from this location and distributing it around the first curve on the Sutherland line. It is intended to leave the present 4-metre gap between the two rail heads and to concrete from each end of the job to avoid expansion problems. The gap will be filled when both sides are firmly anchored in concrete.

Sydney style track drains are being made and installed across the 4-foot and the 6-foot near Pitt Street.

Concurrently, sleeper replacement on the Sutherland line between the TAFE level crossing and Army Depot level crossing resumed with 53 sleepers being replaced between 17 October and 8 December. This effort, along with some previous replacements, was sufficient for the line to be reopened for passenger traffic as far as the Army crossing. Removal of sleepers then commenced on Army Hill. It soon became apparent that virtually all 208 would need to be replaced. We now only have about 100 new treated sleepers left and we discovered that termites have been feasting on the untreated sleepers near the Railway Square waiting shed as well as the shed itself. It is planned to keep the remaining treated sleepers for further spot replacements along the line and to consider a relay on Army Hill using concrete strip footings under the rails to minimise future maintenance.

Formwork has been set up to concrete the edge strip on the western track near the barbecues. The open trench beside the eastern track at the same location has had further work done on the conduits and 50mm water pipes by Danny Adamopoulos and Scott Aston and is now being backfilled. Ian Saxon has built a further rock retaining wall at Depot Junction.

#### Overhead work

A number of timber span poles on both lines are severely termite affected. On 17 December Danny Adamopoulos organized a contractor to supply and replace poles 138 and 142 on the National Park line, pole No.22 at Depot Junction and to erect an ornamental steel pole (No.11A) at the eastern end of

Cross Street to lift and support the sagging overhead at this location. The supply cost for the poles was \$5,245, including GST, and the concrete for the steel pole at Cross Street was \$380, including GST. Thanks are due to members and friends who recently made specific or unallocated donations, which have been allocated to this work. Further pole replacements will soon be necessary, as soon as additional funds are available.

### **Car news**

Rod Burland has completed the installation of new floor slats in C 37, has mounted a trolley base on the roof, and applied two additional coats of navy dressing to the clerestory section of the roof. Rod has been preparing the external surfaces around the clerestory windows ready for undercoating.

Frank Cuddy has prepared circuit breakers and controllers for C 37, Ballarat 37, Freight Car 24S, switch groups and reversers for O-957 and OP-1089, and a pair of Westinghouse controllers for P 1729. He is currently refurbishing the PC5 auto acceleration unit for 1729 that once resided in the Ultimo Depot driver training school.

The old roof canvas of P1729 has been stripped and replaced by Geoff Spaulding with assistance from Howard Clark, Vic Solomons and a CSO worker. Geoff finished repairing a few damaged roof boards (old trolley pole damage in one place), plugging all the sprinkler head and cable duct holes from its Canberra Tradies Club days, and sanding the roof ready for canvassing. The P car roof is unusual in a number of ways. Being almost flat the old roof revealed strips of canvas at the edges of the gutter rails and in the centre of the car where cable ducts are located. Geoff has cut the canvas into narrow strips, and applied navy dressing underneath, before fixing these strips. Unusually (and presumably for other P cars, except 1497, which has a fibreglass roof), the car then had an underlay of hessian, (other Sydney cars have used a finer muslin) before fitting canvas overall in between coats of navy dressing. Howard Clark collected the hessian from a supplier near Liverpool, and Geoff used the yard area to roll it and the canvas out for cutting to size. Rod decanted one of the drums of navy dressing purchased from Pichi Richi Railway last year, added extra quantities of linseed oil and mixed it using an electric 'egg beater' contraption, making it easily spreadable. Due to the heat up on the roof, further canvassing has been deferred until cooler weather. Geoff has commenced repair/replacement of drivers cabin timbers at the south end of the car. Vic Solomons, Ian Hanson and a CSO worker have been removing paint from the upper sides of the car.

Ian Hanson painted the roof of Ballarat 37 along with poles and bases ready for re-installation while Mick Duncan has overhauled the brake system. New cables have been purchased to re-wire Ballarat 37 and 1729.

A broken hand rail on the overhead platform of 99U was replaced by Rod and Rainier.

The external re-painting and lining of C29 by Joe Spinella, Ian Hanson and Peter Butler continues.

Ex Sydney scrubber 11W (formerly 139s) and a pair of motored number 1 Melbourne trucks originally fitted to R 1808, are due to be collected from Preston workshops by Mario of ATM on 24 January for outside storage, so as to help make way for new depot construction works at Preston.

### **Cable grip car 322**

The Wednesday crew, Warren, Terry, Rainier and Bob have continued fabricating three cable tram grip mechanisms to the original detailed M&MTB drawings. Some of the parts such as the harps were laser cut by outside contractors.

John Jenkin, Terry Boardman, and US visitor Chris Trunk (a Zig Zag member), went to Zig Zag Railway on 26 November and picked up redundant levers from a railway signal frame.

Three of these have been modified and used in the grip mechanisms. One has been trial fitted to grip car 322. These grips are non-operational as they finish just above rail level so the car can be moved over our tracks when necessary. The below street components have not been replicated.

### **Other news**

Tom Tramy picked up a one tonne bag of cold mix tar with his trailer and this was laid to complete the edge strips in front of the Miranda waiting shed and part of the strip at the Railway Square waiting shed, making a big improvement to these areas.

On-going maintenance included the lifting of various point covers so the pits could be cleaned out.

Bill Parkinson has carried out routine servicing of the operational cars.

Andy McDonald, Eva Gay and Ian MacCowan have maintained the grounds. Katie Strancar continues with her excellent cleaning services.

Some conduits have been erected in the new Loftus Junction shed by Geoff Olsen with Tom Tramy operating the bucket truck.

Scott Aston has set up two steel door frames on the second floor, south end of the YMCA building and bricked up the surrounding walls to enclose the fire stairs and a future toilet. Members and Friends are reminded that the site is a restricted area and general access is not permitted to this work site.

Re-cycled hardwood planks have been purchased at a cost of \$4,363, including GST, to renew the point covers on the scissors crossover, and Cross Street turnout. This retains the authentic Sydney style in our street area, albeit at greater expense than replacing the covers with steel, as used in the yard area. The first of these was constructed by Warren, Terry and Rainier and installed on the north west portion of the scissors crossover on 16 January.

Car 805 made a special run to National Park on 17 October for visitors from the Powerhouse Museum, and saw limited use on Members day in December.

### **Contributors to this issue**

Terry Boardman, Howard Clark, Mike Giddey, Ian Hanson, Martin Pinches, David Rawlings, Mike Duncan.

# SPER NEWS

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PO Box 103 Sutherland NSW 1499

Editor: Robert Merchant

## Scholl Holiday Operations – Monday 15 to Friday 26 April

We welcome the following new Friends to our ranks:

2775	McCollin, Fiona	Woronora Heights NSW
2776	McCollin, Daniel	Woronora Heights NSW
2777	Moffitt, Jan	Woronora Heights NSW
2778	Hely, Robyn	Sutherland NSW
2779	Hely, John	Sutherland NSW
2780	Metcalf Nathan	Cronulla NSW
2781	Taaffe, Robert	Tolmans Hill Tas
2782	Gabriel, Jeffrey	Stanmore NSW

### National Rail Safety Regulator

The Office of the National Rail Safety Regulatory (ONRSR) came into existence from 20 January 2013. The ONRSR head office is based in Adelaide with branches in all states. Western Australia will not be joining the NRSR until January 2014 as they still have some internal issues to resolve. Also the Melbourne tramway system will not come under in the national regulator, as it is “the biggest tramway in the world” and will remain under the Victorian Government regulator.

In NSW the Independent Transport Safety Regulator (ITSR) will still exist as it covers rail, bus and ferries, whilst the ONRSR only covers rail. The ONRSR NSW branch will be operated by ITSR under a service level agreement for the rail operations in NSW. ITSR remains responsible for reviewing and evaluating matters relating to the safe operation of railway operations and advising or making recommendations to the NSW Minister for Transport as appropriate. Where feasible, these responsibilities will be exercised in consultation with the ONRSR.

The impact of the National Rail Safety Law on the Sydney Tramway Museum is being assessed by our Rail Safety Management Team (RSMT), who will decide what changes will need to be made to our SMS and to see what effort is required to comply with the new act. The Museum will have 24 months to achieve compliance with the new national law.

### Emergency Exercise at STM

On Saturday 16 February 2013, the Sydney Tramway Museum conducted a very successful emergency ‘desk top’ exercise to train some of our members in emergency management. Twenty members attended and included the Chairman, the Operations, Traffic, Rail Safety and Workshop managers, and most of the Officers in Charge..

A representative from the Sutherland Police command, experienced in emergencies, also attended the session to provide assistance on how the emergency services respond to such emergencies and to provide feedback on how the exercise went.

STM member William McCabe, who has some

experience in running this type of session, facilitated the exercise.

The exercise was conducted at the Loftus Girl Guides Hall and went for most of the day. The emergency incident selected was a tram being hit by a truck whilst crossing the Princes Highway on the way to the Royal National Park.

The exercise was to test the museum’s Emergency Management procedure and it found some deficiencies and suggested improvements in our processes and procedures.

### Trackwork

Rails recovered from the old eastern track near the first curve have been laid with welded steel sleepers from the new trailing crossover points back towards Pitt Street and also in the other direction from Pitt Street back towards the trailing crossover. A temporary gap of about four metres has been left between the two rail heads to avoid expansion problems.

A Sydney style track drain made from recycled rails has been placed near Pitt Street and the surrounding area concreted with surplus concrete. The eastern crossover points are also now fully concreted. The gap in the track will be filled after most of the new track is firmly anchored in concrete. Formwork is being placed in preparation for further concreting. Andy has been recovering old ballast from the eastern track and has distributed it around the first curve.

As we are paying rent for offsite storage for certain trams, the placement of track and a concrete floor in the new Loftus Junction shed is a priority. At present there is no power available in the shed so welding cannot be carried out there.

Recycled 24 foot lengths of ex Potts Hill rail from the vicinity of the first curve on the Sutherland line are being welded into 120 foot lengths between the Depot Junction points and the south gate. They will be towed to the new shed and gauged with tie bars and concreted as soon as possible.

Spare bogies, steelwork and some rails have been cleared from the area in front of the new shed to allow permanent track and pointwork to be installed.

Some pipes have been laid to extend two culverts in the vicinity of the new shed and the excess fill has been used to backfill the services trench along the bank south of Railway Square.

### Overhead work

David Rawlings and Glen Kilham have been preparing fittings and span wires to modify the Cross Street overhead.

### **Ballarat bogie car 37**

The brake rigging is finished and it and the compressor have been painted. The line breaker and compressor governor have been fitted and a new lifeguard trigger built and installed. Both handbrake mechanisms have been stripped and lubricated. This work was carried out by Mick Duncan, Michael Ward, Vic Solomons and Alan Watson.

### **Sydney J car 675**

Mick Duncan has fitted an overhauled motorman's valve and Michael Ward replaced a leaking one we were not able to repair.

### **Adelaide H car 358**

Car 358 is now in the workshop to have derailment damage repaired. One end truck transom, the brake radius bar and two mudguards have to be straightened.

Car 358 was lifted by Bill Parkinson on Wednesday 3 April and the offending truck put in the truck shop, where the radius bar and mudguards were removed.

### **Sydney C car 37**

Rod Burland has refitted the trolley base, pole and hook to C37 and has sanded around all of the clerestory windows. He is now sanding the exterior bodywork in preparation for painting.

Andy Rowe will carry out further work on the wiring and plumbing of the car on his next visit from Christchurch. This is likely to happen once he finishes work on the two new Sydney No. 9 bogies being made for us as well as the refurbishment of the bogie from Seashore Trolley Museum. This will give us the correct bogies for P1729 and PR1-1573.

### **Sydney P car 1729**

Geoff Spaulding, and Howard Clark have been repairing and priming the cab framing and windows of 1729 while Vic Solomons and two CSO workers have made good progress on the removal of old paint and the sanding of the bodywork.

Frank Cuddy has made good progress on re-assembling the PC5 auto acceleration unit for P 1729.

### **Sydney C car 29**

Ian Hanson, Joseph Spinella and Peter Butler have completed the repainting of this tramcar. Joe has applied authentic gold leaf lining and numbers in the traditional manner. Peter will undertake the work of installing new emblems. Ian has reinstalled all remaining windows and body parts.

### **D scrubber car 134s**

Bill Parkinson repaired a bent lifeguard plough on this car.

### **Cable grip car 322**

Warren Howlett, Terry Thomas, Rainer Nickel and Bob Cooper continued working on the three replica cable grips and the grips are now complete. One is for our grip car 322, one is for the Powerhouse Museum's grip car and the third is for the Hawthorn Depot Museum.

### **Other news**

Warren Howlett, Terry Thomas, Rainer Nickel and Bob

Cooper renewed three of the timber point covers on the scissors crossover and modified the sheet metal cover for the gearbox on the traverser in between working on the three dummy cable grips.

Scott Alston has been working on a permanent ramp to access the south end of the YMCA Building.

Engadine Fire Brigade removed old wooden pole No.22 as a training exercise on 9 March.

### **Grounds**

There is a new grassed area between the barbecues and mainline tracks on the Princes Highway side. This joins onto the 'temporary' grassed area on the highway side of Railway Square waiting shed. The rolled out grass, donated by Ian MacCowan, is the same high quality Kakadu Buffalo that is appearing in various places around the museum.

This latest planting extends around behind the barbecue to the depot track. One or two of the railway seats in Lakewood Park will be moved to the new area. It was roped off for a few weeks to help the grass knit their roots into the soil. This has quickly taken place with the warm and sunny weather experienced during March. The improvement has certainly beautified the area.

The vast quantity of sleepers, rails and other items stored behind the barbecues and extending southwards to Depot Junction will be moved away from there during the cooler months. During Spring Kakadu will be laid out over the new area.

### **TAFE level crossing**

The platform installed for the Loftus 'Breakfast Torque' function organised by Sutherland Council and the adjacent areas on both sides of the level crossing are now being regularly mowed. This has improved the look of the area from the adjacent highway, and now provides a good area for taking photos of the museum's trams

### **Our Shops and Display Hall**

We need some extra hands to help look after our souvenir shop, kiosk and display hall on operating days. On many of these days we barely have enough staff to operate the trams as well as the other facilities.

If you have some spare time occasionally to operate either of the shops or display hall, we would be very happy to hear from you and to show you the ropes.

We especially need extra hands on Sundays (10:00am-5:00pm) and also school holiday weekdays (10:00am-3:00pm).

Please advise Peter Kahn of your interest on 9665 3820 or mobile 0403 472 341 or [peter.kahn@bigpond.com](mailto:peter.kahn@bigpond.com) or c/- S.T.M., PO Box 103, Sutherland 1499.

### **April School Holidays Operating days**

For the school holidays the museum will be open each weekday from Monday 15 April to Friday 26 April from 10:00am to 3:00pm, except Anzac Day (Thursday 25 April) when it will be open from 10:00am to 5:00pm, plus the Sundays from 10:00am to 5:00pm. The museum will be closed on the Saturdays, except 13 April, as mentioned above.

### **Contributors to this issue**

Mike Giddey, Ian Saxon, Ian MacCowan, Mick Duncan, Peter Kahn, Ian Hanson.

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## The Roaring Twenties Day – Sunday 30 June and the centenary of Sydney K class car 1296

### Do you want to dress the part?

If you would like to dress the part for our Roaring Twenties day, you may like to visit Sydney Dress Hire at Engadine.

Elsie Pollard took over the business recently and is offering costumes for hire. For people attending our 1920s day, Elsie is offering 15% off the hire of an appropriate costume.

Sydney Dress Hire is located in Waratah Road between Cambrai Avenue and Myal Place, around the corner from Coles. Give Elsie a call on phone (02) 9548 5610, mobile 0415 904 141, or by email at [elsiepollard@bigpond.com](mailto:elsiepollard@bigpond.com).

### Condition of our Display Hall trams

With the 1920s Day on 30th June approaching we are requesting any members / friends who are able to assist, even for just a few hours, with the cleaning of the trams in the Display Hall, especially the interiors, prior to that day.

Some of the cars will be in service and we need to project a good image to our visitors. Seats and windows require a good clean and a good wipe-down will make all the difference.

Remember it is YOUR Museum and we should all take pride in the presentation of our tramcars. Please don't leave it all to our regular volunteers.

### Eastern track – TAFE cutting

Following an email request for donations mostly to the Traffic Staff, to enable the concreting of the 'four-foot' (the area between the running rails) between Pitt Street and the new crossover, an amount in excess of \$3400 was raised.

Grateful thanks have been extended to the individual donors as their generosity enabled the laying of 10 cubic metres of concrete on 18 May.

A further 4 or 5 cubic metres of concrete will be purchased in the near future to complete the 'four-foot' section now that the Infrastructure Group has completed the installation and welding of the missing rail section.

Any further financial assistance would be most welcome and would enable the completion of the concreting of the '6-foot' section (between the tracks).

### Overhead

The Overhead Section's main work has been involved with tidy up and maintenance work.

In Cross Street, the Melbourne hangers and ears have been replaced with Sydney double bow hangers as the first stage in re-tensioning the trolley wire.

Various span wires and fittings have been adjusted in and around the yard area and this work is planned to continue.

A bracket arm has been fitted to one of the new poles on the National Park line. The bracket arm taken down from the old pole has been cleaned and refurbished. The old pole was removed as an exercise by Engadine Fire and Rescue on 15 June.

### Paintshop

After much preparation work on the body of Sydney P car 1729, the first coats of enamel were applied to the car on 5 June.

Joe, Nathan, Peter and Michael have contributed enormously with the preparation and repainting of this tramcar, and our CSO worker, Con has spent many hours scraping back the metal panels.

The Paintshop team will eventually undertake similar work on our operating P class car 1497, which was placed in the Paintshop a few weeks ago. This car is to receive a full exterior repaint only.

Joe and Peter have completed final gold leafing and numbering of Sydney C car 29 as well as glazing of some of the paintwork which makes a century old veteran appear as if it had just emerged from the builders in 1898! ("Glazing" is an old fashioned term for adding a glossier finish to paint surfaces using exterior lacquers. It is used on very dark colours like Deep Crimson Lake and Black, etc.)

Car 29 and the Bendigo Birney car 11 (which also received a touch up) have been transferred to road 4 pending re-entry into service later this month.

Roy Howarth has completed signwriting some of the museum's information boards as well giving our dummy signalman a real clean up.

Behind the scenes resident artisan, Joe Spinella has been hard at work restoring several old style tramway advertisements, including new signs for Ballarat 37.

### Melbourne W5 792

This tram, which has been in the Museum's possession for about 25 years, has had a number of homes over this time. It has spent time at Loftus, then in open storage at Cessnock until it was placed on loan to Glenreagh Mountain Railway (GMR) in July 2008. GMR intended to restore it and operate it alongside W2 392 during bush fire season. Changes at GMR resulted in a 'no trams' policy, and this car, along with W2 cars 392 and 447, was moved to storage by Mario of Australian Train Movers (ATM) in 2012.

As 792 is a W5 in original 3-door configuration, discussions were held with Tony Smith from Melbourne Tramcar Preservation Association (MTPA), who considered the idea of preserving the car. The STM Board decided the best option for the future restoration of the tram was to offer ownership of the car to MTPA for a token sum. The MTPA approved this proposal and the STM Board approved de-accession of the car. It was delivered to Haddon on Thursday 6 June by ATM, along with some other ex W3 bogie components, which served no purpose at Loftus.

We are informed by Tony that MTPA intends to commence restoration works on 792, once their work on SW5 849 is finished later in the year. We understand that the original style square topped drivers windows will be fitted to the car during its restoration. This is a pleasing outcome for all parties, and we can feel confident the car is now in good hands at Haddon.

## Cable grips

Our Wednesday workshop team completed works in manufacturing three replica cable grip mechanisms; one for grip 322 at Loftus, one for the Power House Museum for display at Castle Hill with their grip car, and the other to the Friends of Hawthorn for display in their grip car. This latter grip was taken to Haddon by Mario with 792, where it will be collected for display at Hawthorn. Thanks are due to our Wednesday team for such a professional job in constructing these grips.

## Sydney P 1729

There has been quite a bit of activity with this car in recent times. Geoff Spaulding has finished restoring a damaged front destination box to replace a non-existent one. This box was originally from PR1 1517 which was scrapped in Bendigo some years ago. Warrington Cameron delivered this and various underfloor electrical termination boxes for Frank Cuddy to repair in due course. Frank has been working steadily on the overhaul of the PC5 control unit. It was found by Frank that this unit lacked an authentic accelerator component for tramcar operation, so an appeal went out to Ian Seymour at St. Kilda, and a unit is now on its way.

Geoff has also carried out repairs to damaged drip rails on one side of the car, repaired a pair of drivers seats and panels in drivers cabins and removed a side destination box mechanism, to permit our glass contractor access to replace broken glass. Various drivers compartment and other panels have had replacement glass installed.

Meanwhile, our painting team of Ian Hanson, Peter Butler, Joe Spinella and Michael Kerry, assisted by Vic Solomons, Mike Ward and CSO worker Con, have been preparing the car for painting. Another CSO worker has undertaken welding repairs and panel beating on some parts of the car, straightened bent handrails and a front bumper bar.

Vic Solomons tracked down a pair of internal number panels from 1529. Joe has traced the numbers from this and the '7' from 1497 to prepare these for fitting to 1729.

Andy Rowe, in Christchurch, has made good progress with fabrication of the new #9 truck frames for the car, and has the original Sydney wheel sets turned up on the wheel lathe ready to install.

Our final claim and report for NSW Heritage was lodged by the deadline of 15 May, as although work continues, our cash outlays have exceeded the required minimum amount, which was based on a scaled back sum around \$20,000 below our original cost estimates. Some additional gifts are now needed to assist in meeting these costs, and some expected other costs with the bogies.

## Sydney P 1497

This car now resides in road 8 alongside 1729. The painting team are also preparing this car for a repaint. Whilst in road 8 the worn out canvas door blinds will be removed and replaced with new canvas blinds on one side. These were manufactured with the new blinds ordered for 1729. Geoff Spaulding has removed one pair of doors so steel can be ordered and various components replicated for fitting to 1729, which has identical mechanisms. It appears that 1497 may have had these mechanisms retrofitted to the later design, as P 1501 stored in Bendigo has door mechanisms of an earlier style.

## Adelaide H 358

The bent end transom on one of the bogies from H car 358 was cut out and a new length of rectangular hollow section steel was welded in its place. The bogies were taken out the side door to have thick layers of dirt and brake dust removed.

They were then steam cleaned and painted black. The car body was lifted and placed back on the bogies on 8 June.

When we obtained the car we became aware that one of the fibreglass side panels was loose on the framing behind. This panel has been removed and Rod is cutting out rotted framing timber for repair so the panel can be properly secured to the car.

## July school holiday operations

In addition to the usual Sundays and Wednesdays, the museum will be open, each weekday from Monday 1 July until Friday 12 July, between 10am and 3pm, with usual tram and museum operations, including the shops. Any offers of extra help in the shops and display hall would be very welcome. Please communicate with Peter Kahn on 9665 3820 or 0403 472 341 or [peter.kahn@bigpond.com](mailto:peter.kahn@bigpond.com)

## Works report

The four 120 foot lengths of rail for the new shed have been welded near Depot Junction where 415 volt power is available. Reinforcing mesh and other materials for the floor of the new Loftus Junction shed were received on 8 May and were unloaded in the shed. Warren, Terry, Bob and Rainer made up 53 new tie bars for this project over several weeks.

On 11 May Danny Adamopoulos organised for our earthmoving contractor David Cannini to widen the area between the new shed and the earth bank along the highway side and to use the spoil to fill and level the area in front of the shed which was recently cleared of spare bogies and steel work. He then excavated a trench the length of the building for the 50mm water pipe before running out of time. He returned the following Saturday to lower the dirt floor in the shed by 50mm and to excavate two trenches to provide extra depth for the concrete under each rail for the eastern track which will be laid first. He then excavated another trench for a 150mm stormwater pipe along the side of the building. The pipe was laid and backfilled.

The 4 metre expansion gap in the eastern track north of the Pitt Street level crossing was bridged with rail on 1 and 5 June.

Surplus concrete has been received in generally small drops on a regular basis including some on weekday afternoons, these being handled by Andy McDonald and Katie Strancar.

The trailing crossover was tested by ballast motor 42s on 8 June after cleaning and greasing of the rails, grooves and point mechanisms.

## Trolley Wire – overseas postage

Australia Post has removed the 125g weight for overseas postage. This means that it now costs twice as much to send *Trolley Wire* overseas. Two copies can now be posted at the same cost as one copy. Letter postage is not affected as letter rates are covered by legislation.

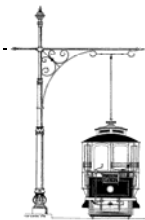
This has a big impact on our overseas members and friends. As we do not want to increase membership fees to cover the large increase in postage costs, it was decided to make two mail-outs per year instead of four. The February and May issues of *Trolley Wire* will be posted together to members located overseas in May, and the August and November issues will be posted together in November.

We regret having to do this, but it is a better option than having to increase membership fees for our overseas members.

## Contributors to this issue

David Rawlings, Ian Hanson, Martin Pinches, Howard Clark, Peter Kahn and Mike Giddey.





# Sydney Tramway Museum

Owned and Operated by the Volunteers of the  
South Pacific Electric Railway Cooperative Society Ltd  
ABN 70 329 300 628  
Corner Pitt Street & Rawson Ave (Old Princes Hwy) Loftus NSW  
PO Box 103 - Sutherland NSW 1499 - Australia  
Phone: (+61 2) 9542 3646 – Fax: (+61 2) 9545 3390

## GIFT APPEAL – CAPITAL AND RESTORATION WORKS

14 June 2013

Dear Members and Friends,

As many of you will note, our track crew have made excellent progress with the concreting of our double track near the TAFE. Thanks are due to a number of our traffic staff for making gifts to assist with these costs. Further gifts are needed to finish works in this area and also to place track in concrete in our new south shed.

Restoration of our P car 1729 continues and our final claim under the 2011-2013 NSW Heritage Funding Grant has been lodged. As will be noted from SPER News works on 1729 continue, and we will need additional gifts to assist with funding on going costs, particularly the new #9 trucks for the car, nearing completion in Christchurch.

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

Please indicate your preferences in the space provided below.

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: \_\_\_\_\_

# 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

## 1950s Day – 10 November 2013

We welcome the following new Friends to our ranks:

2783	Taseski, David	Menai NSW
2784	Leonard, Robyn	Junee NSW
2785	Leonard, John	Junee NSW
2786	Willson, Ross	Canberra ACT
2787	O'Regan, Philip	Illawong NSW
2788	Ougham, Dawson	Potts Point NSW
2789	Zhou, Hao	Ashfield NSW
2790	Stevens, Ian	Corrimal NSW

### 1950s day

The museum is holding a 1950s themed day on Sunday 10 November 2013. A selection of trams that were operational in the 1950s will be running together with other attractions. Members and Friends are encouraged to get into the spirit of the day by embracing all that is retro!

Meg O'Brian printed and folded the enclosed flyer for the event. Thanks, Meg!

### Track and associated work

Concreting of the double track north of the Pitt Street crossing to the new trailing crossover has been completed with the 'six foot', the area between the tracks, being finished on 21 August with the side strip following on 31 August. This was completed quite quickly thanks to Andy McDonald and Katie Strancar accepting concrete on Thursdays and Fridays in addition to the usual Wednesdays and Saturdays.

Attention then turned to placing more rails north of the crossover to extend the eastern track to the first curve. Mike Giddey, Ian Saxon, Tom Tramby, Brad Reid, Bill and Craig Parkinson and Bob Cooper have contributed to this project. This will provide plenty of area to accept surplus concrete, the delivery of which has increased recently.

The edge strip on the side of the western track at the Railway Square waiting shed has been concreted and CSO workers have dug a trench from the former Sydney Municipal Council green electrical distribution box near the waiting shed towards the track. Conduits will be laid and will connect to those previously laid under the double track which go to the brick distribution box on the highway side bank. Nearby on 17 August our earthmoving contractor David Cannini shaved back the face of the bank and filled most of the edge strip leaving a hole at each end where pits have to be constructed to access various water shut off cocks. Mike has used the 'wacker packer' to compact the filled area ready for concreting.

While on the subject of water, Richard Clarke, Ian Saxon and Scott Aston excavated near the front of top shed road 15 to locate and rectify a persistent water

leak. It was finally located and repaired.

Also the museum's fire sprinkler contractor has renewed the fire sprinkler inlet booster connection. This is the first time work has been needed on the booster since installation many years ago. This work is part of the need to keep all fire services up to high standard.

The repair and replacement matters above have resulted in unscheduled major expenditure in the \$000's requiring payment, and we anxiously await our next water usage bill due to the continued unstemmed excess water flows over several weeks whilst the source was located for repair.

### Overhead work

Bill Parkinson is building up two worn left hand frog pans and Glen Killham, Bob Cooper and David Rawlings have drilled the required holes in the span poles and are preparing to wire the TAFE crossover so it can be brought into use.

Retensioning the trolley wire over road 2 in Tramway Avenue is continuing.

### New Loftus Junction shed

As reported in the August *Trolley Wire*, the four 36-metre rails for the new shed were welded near Depot Junction where power is available. The first pair were towed up the hill by 99U to where the No. 3 forklift took over to get them into the shed. The 'four foot' of the eastern track was concreted on 9 August with 11 cubic metres of purchased concrete and 2.5 metres that just showed up. Danny Adamopoulos was in town for this and a subsequent pour on 14 August, when much of the side strip between the eastern track and the side wall was poured. It was completed on 28 August with surplus concrete.

David Cannini was on site on 16 and 17 August to slightly lower the dirt floor on the western side of the new shed, excavate the two parallel trenches under each rail position and to extend a trench for stormwater pipes, a 50mm water pipe and conduits. These were laid and the trench was backfilled.

On 24 August Bill, Craig and Mike moved the second pair of 36-metre rails up to the new shed. The Fiat tractor straddled the front of the rails and the forklift assisted further back by lifting and pulling where the rail had to be dragged over an earth bank. The rails have since been aligned, gauged, leveled and packed. Mesh has been laid between the rails and square hollow steel to form the track grooves has been clipped to the rails with clips made by Mike. The rails have been partly locked in place with surplus concrete and await further concreting.



Consideration is being given to how to get the maximum benefit from the shed once the floor is concreted. It is noted that there are two buses, two tower wagons, the Matador recovery vehicle and a fourth forklift as well as a number of non operational trams that are occupying existing covered track space in the top shed and main building.

Cars in off site storage such as 11W, PR1 1573 (both stored at Mario's, although the latter will need some moving of various other obstructing rolling stock) and Y1 611 at Bendigo are all in need of moving in coming months, and the question of possible return of Berlin 5133 and Milano Peter Witt 1692 from Hawthorn has again been raised in order to make space there for a couple of cars to be moved due to building works at Preston Workshops and the delivery of new E class trams due to replace Z type cars (including Z 1, destined for Hawthorn some time in 2014).

### **YMCA building**

In the YMCA building CSO bricklayers are bricking up three of the four window openings on the second floor. Danny's brother Dominic has fitted a pair of temporary solid core doors to the fire door opening between the YMCA Building and the display hall for security as money for the fire doors is not presently available. They will be needed before the YMCA Building can be legally occupied.

### **Tramcar news**

Adelaide H car 358 is still in the workshop receiving attention. Mick Duncan has gone right over the door mechanisms, life guards and the air brake system. A defective parking brake actuator has been taken to Pacific Rail for attention. Two roof ventilators removed in Adelaide when the pantograph was fitted have been replaced by Bill and Mick Ward has replaced torn door rubbers. Rod Burland is fitting new wood in the side framing to replace rotted areas.

Rod Burland had completed sanding the sides of C37.

On 7 September, P 1729 was removed from the display hall and entered road 9 of the workshop in place of C37. The body has been painted externally by Peter Butler, Joe Spinella, Ian Hanson, Vic Solomons and our CSO worker Con. They are also preparing P1497 for a repaint in road 8.

Geoff Spaulding continues making and fitting new footboards to 1729.

Frank Cuddy has almost completed the work on the PC5 auto acceleration unit and is now working on the motor cut out box and the coupler isolating drum switches. Sydney and Adelaide Tomlinson couplers are different and have been directly compared to work out what modifications will be necessary to fit them to 1729 and 1573.

Bill has repaired defective wiring in 1979 and 1740.

Warren, Terry, Rod and Bob have continued work on Melbourne grip car 322. New timber has been spliced into the four main roof support posts, new seat ends have been made as well as the two roof bulkheads and new clerestory framing.

### **General news**

Chris Olsen prepared tower wagon No.3 for display

at the annual Eastern Creek motor vehicle display.

Craig Parkinson purchased for \$2500 a replacement engine for our Matador recovery vehicle, together with gear boxes, differentials, winch, axles and wheel hubs from a Matador being scrapped. As a winch alone recently sold for nearly \$10K in the UK, this was a real bargain. Craig has been cleaning and preparing the engine for transplanting into our Matador due to the unavailability of replacement pistons for the original engine.

The Museum will again have a sales stand at the Australian Model Railway Association's 2013 Sydney Model Railway Exhibition at Whitlam Leisure Centre, Liverpool over the Queen's Birthday weekend, 5 to 7 October. Chris Olsen will ship the stand to Liverpool and will be assisted by others in setting it up.

Eiva Gay, Andy Macdonald and Ian MacCowan continue to do a great job maintaining the grounds while Kate Strancar keeps the facilities clean.

### **Nordic Tramway Museums Annual Conference**

Since W6 965 was delivered to the Danish Tramway Museum in 2006, representatives of STM have been invited to attend these conferences and provide updated information on STM and other COTMA Museums to the representatives from Danish, Finnish, Norwegian and Swedish tramway museums. Howard Clark, Geoff Graham and Greg Sutherland have been regular attendees.

This year the conference was held from 20 to 22 September in Malmo, Sweden and Copenhagen, Denmark. Howard was our sole representative this year. The theme of the conference was '2023- what is ahead for tramway museums'. For this year three example museums (STM, Brisbane and Ferrymead) were covered in our presentation.

In relation to ourselves, John McFadden provided some data for 2013 which is alarming! Our regular traffic staff currently total 37, with a further group of 14 available for occasional availability on special events days and the like.

The current mean age of the first group is over 63 years, with 15 over 70, 13 over 60, 5 over 50, 1 over 40, and three younger than 40. The mean age of the other group is much better at 40, however it will be insufficient to provide STM with a viable operating future in just ten years from now in 2023! This information is probably not news to many, however when shown in the age bands above, we face a MASSIVE challenge ahead, to recruit new and younger volunteers (or from outsiders currently approaching retirement), if we are to survive in 2023! Careful thought to solving this recruitment issue now will help save the Museum from heading toward static (NON OPERATING) status in 2023! The same age cross section applies to other areas of the Museum.

In relation to Brisbane and Ferrymead, similar age profile issues were noted, as is likely to be the case in most other COTMA Museums. This matter is also challenging our Nordic friends, to a slightly less extent.

### **Contributors to this issue**

Mike Giddey, David Rawlings, Kate Strancar, Peter Kahn, Richard Clarke, Ian Saxon and Howard Clark.

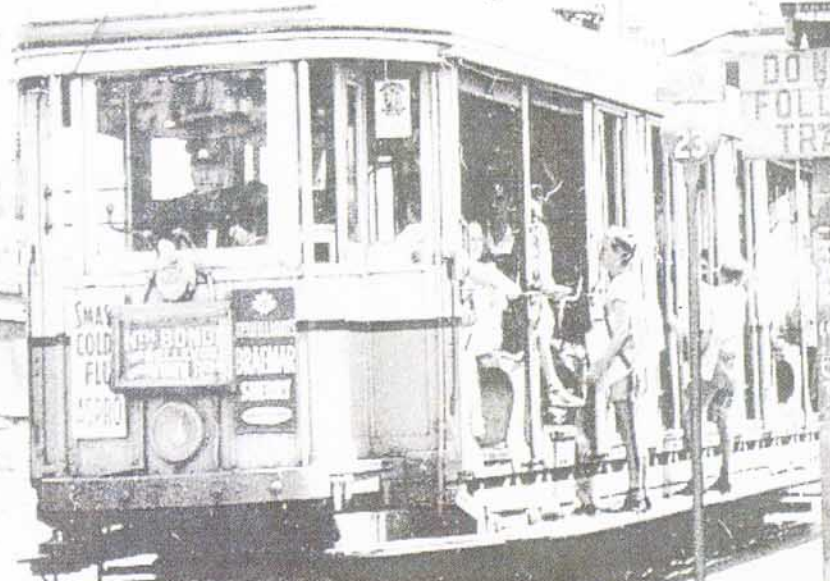


**Sydney Tramway Museum**  
**presents**

# Back to the fifties

## Sunday, 10 November 2013

Museum open : 9am – 5pm



**For a Rock 'n Rolling good time, grab your best Fifties gear and get on down to the Tramway Museum to relive the happy days of the 1950's.**

**Entry – Adults \$18 / Conc. \$12 / Children \$10 / Family (2A2Ch \$46)**

**The Sydney Tramway Museum, Pitt St, Loftus (adjacent to Loftus Railway Station)**

[www.sydneytramwaymuseum.com.au](http://www.sydneytramwaymuseum.com.au)

# SPER NEWS

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PO Box 103 Sutherland NSW 1499

Editor: Robert Merchant

## MERRY CHRISTMAS and a HAPPY NEW YEAR

We welcome the following new Friends to our ranks:

2791	O'Sullivan, Jeffrey	Dulwich Hill NSW
2792	Deacon, Evan	Alfords Point NSW
2793	Davis, Gregory	Bardwell Park NSW
2794	Davis, Christina	Bardwell Park NSW
2795	Davis, Elena	Bardwell Park NSW
2796	Davis, Isabella	Bardwell Park NSW
2797	Davis, Cate	Bardwell Park NSW
2798	Travers, Gregory	East Ryde NSW
2799	Curnow, Scott	Mt Colah NSW
2800	Gile, Rhondalyn	Rose Bay NSW
2801	Davenport, J.	Farrer ACT

### Christmas and Summer school holidays

The museum will be closed on Christmas Day and Boxing Day.

After Sunday 22 December, the next opening day is Sunday 29 December, from 10:00am-5:00pm.

The new year opening days for January are:

Wednesday 1 January – 10:00am-5:00pm.

Sunday, 5 January – 10:00am-5:00pm.

Wednesday, 8 January – 10:00am-3:00pm.

Sunday, 12 January – 10:00am-5:00pm,

thence daily from

Monday, 13 January to Friday, 17 January – 10:00am-3:00pm.

Sunday, 19 January – 10:00am-5:00pm,

thence daily from

Monday, 20 January to Friday, 24 January – 10:00am-3:00pm.

Sunday, 26 January – 10:00am-5:00pm.

Monday, 27 January – 10:00am-5:00pm.

Wednesday, 29 January – 10:00am-3:00pm,

thence normal Sunday and Wednesday operating times until Easter.

### New Loftus Junction shed

Since the previous report, work concentrated on installing the western track in the new shed at Loftus Junction. Eleven cubic metres of concrete was purchased to complete the eastern track '4 foot' on 9 August and to pave part of the eastern side strip on 14 August. The concrete trucks kept coming and the rest of the strip was completed by 28 August.

The rails for the western track were positioned on 24 August and were then gauged with tie bars made in-house by the Wednesday crew, Warren Howlett, Terry Thomas, Rainer Nickels and Bob Cooper. It was then leveled and aligned and reinforcing mesh was placed. Concreting of this track commenced 25 September and was finished on 9 October when the western side strip was started. It was finished 26 October when paving of the 'six foot' (the area between the two tracks) commenced.

A special effort was made by Andy MacDonald and Kate Strancar on 1 November, a Friday, when they placed

and finished three cubic metres on their own. The floor was completed on 6 November.

Apart from the concrete purchased for the first two pours in early August, the rest was completed with surplus concrete at no cost to the museum. This freed up funds allocated for the floor for other infrastructure works. Associated works included the bricking of three drainage pits and the laying of drainage and water pipes and conduits for future electrical purposes.

### Track and associated work

During this period work also was carried out extending the eastern track north of the new TAFE crossover while most concrete was being used in the new shed. This was so we would have track ready to concrete once the shed floor was finished.

Surplus concrete has been received in large quantities lately due to an apparent upturn in building activity following a long lean period. We were soon hard pressed to keep ahead of the concrete which is now only about sixteen metres from the end of the concrete on the adjacent western track where we intend to finish the eastern concreted section.

The TAFE crossover was wired and tested on 1 October. On 3 October Sydney D scrubber car 134S scrubbed the eastern track and the crossover in preparation for its use for Torquefest and the commencement of double track running between the crossover and the Railway Square points.

More of the old steelwork from the Enfield water tank stand has been cut up for steel sleepers.

Warren and Bob have made up some further tie bars to regauge a section of the National Park line near the new shed.

Work on the Army Hill track was suspended while the new shed track and floor were completed. Work on removing the old sleepers recommenced on 7 December following advice that we may be able to have the hill track re-laid professionally in the near future with heavy rail and concrete sleepers.

### YMCA building

In general works the CSO brickies have demolished and re-erected the walls forming the brick elevator shaft on the first floor of the YMCA due to poor quality work by an earlier CSO team.

Display cases from Newcastle University were received on 15 October and are stored on the first floor.

### Tramcar news

#### Sydney P car 1497:

The ongoing repainting and repairs to Sydney P class 1497 have now reached an advanced stage with the final coats of green and cream enamel being applied. A great deal of scraping back of the steel panelling was necessary in many places. These were primed and undercoated in readiness for repainting.

Our CSO worker, Con carried out much of the scraping back of the steel panels, and has been working on all the hand rails for the tram's exterior, each one meticulously scraped back to the bare metal. Con has also been preparing a few of the internal fittings for repainting as well.

Our team of painters, Joe, Vic, Peter, Michael and Ian are currently applying the final coats of paint.

New concertina canvas doors are to be fitted to one side of the car to complete the renewal of these items. The other side of the tram was refitted with new canvas some time ago.

Member, Don Chandler has donated replica P type light fittings for use in the tramcars so fitted or yet to be fitted out. We thank Don for his generous donation.

#### **Adelaide H car 358:**

The framing repairs by Rod are complete and the refurbished parking brake actuator has returned from Pacific Rail. This work was done free of charge and we thank the company for their generosity. Bill Parkinson and Mick Duncan have sorted out the braking system and only a few minor air leaks need to be rectified.

#### **Sydney C car 37:**

Rod has been undercoating C 37, refitting beading and splicing replacement timber pieces where necessary on saloon end panels.

#### **Melbourne grip car 322:**

The grip car has had the framing for the clerestory roof made by Warren and the crew and is a work in progress using new material as the old wood work was only suitable for patterns.

#### **Sydney P car 1729:**

Frank Cuddy has been busy on the PC5 unit for P 1729 followed by work on the motor cutout box, some junction boxes and the two coupler isolating boxes. On the car itself Geoff Spaulding has fitted new footboards and their slats.

#### **Sydney J car 675:**

J675 has had modifications to its brakes to reduce excessive piston travel.

### **Traffic operations**

With the commissioning of the new TAFE crossover on Wednesday, 23 October and the successful operation of services to Sutherland Council's *Breakfast Torque* function at Loftus Oval on Sunday, 27 October there has been a change in the operations using the approximately 330 metres of double track that is now available. Thanks must go to the Trackwork team and the Overhead team for the work that was put in to have this major project completed. Apart from being able to regularly have trams passing on this section reminiscent of how tram operations in Sydney actually took place. It has been decided to undertake through running.

Depending of course on which particular trams are being used, there is now the option of operating as usual along the Sutherland line and return and then continue to the Royal National Park and return without our visitors having to change trams. With the ability to use two or three trams each day this gives our visitors plenty of variety on any particular day. As some of our operating fleet can only be used on the Sutherland line, except on special occasions, these trams are still used in conjunction with 'through running'. Hayden Holmes, our Operations Manager was the instigator of this working and the Traffic staff must congratulate Hayden on his ideas. Bill Parkinson, our Maintenance and Workshop Manager and

his team manufactured a number of Melbourne style point bars to be carried on the trams operating each day to change the new Melbourne points on the TAFE crossover. Bill and Hayden were also responsible for a change in the operation of the Railway Square points which now facilitates our operations in that area.

On Sunday, 1 December the Museum was host to a large group of Australian Railway Historical Society members and their guests who spent many hours at the Museum enjoying rides on many of our traffic fleet. The highlight, of course, was the coupled operation of O 805 and 1111, with two trips being operated over the whole of the Museum's track with through running being undertaken along the Sutherland line and continuing to The Royal National Park and return.

The use of O 805 was organised with the approval of the Powerhouse Museum and grateful thanks must be given to Howard Clark who liaised with the Museum's staff to receive the necessary approvals in a timely manner.

It is very pleasing to report that an Appreciation Certificate to the Museum was received from Spencer Ross from the ARHS thanking all the Traffic staff and others that assisted on the day and also to our Group Bookings Officer, Peter McCallum, who was their contact person. Peter had to arrive at the Museum at 7:30am in the morning to give access to the caterers who were supplying the spit roast lunch our visitors enjoyed during the day. A long day for Peter!

### **General news**

It was necessary in October for Cleanaway to make two waste collections, as Vic Solomons had found that the bin had been filled by persons unknown with old carpets. As a consequence the Museum was out of pocket for an additional \$328! Members and friends are reminded that the large blue bin is to be used for museum rubbish only.

In the workshop the replacement engine for the AEC Matador recovery vehicle has been cleaned and prepared for installation in the vehicle once the H car is outshopped in the near future.

Craig Parkinson has riveted new linings to the brake shoes for AEC double-deck bus 2619 after completing the fitting of new oil seals to the rear axles. The tail shaft is being balanced and new universal joints fitted.

Some slashing of encroaching undergrowth has been carried out along part of the National Park line by Ian Saxon.

The motor on the traverser failed due to water entry via a badly sealed cover. Bill Parkinson repaired and refitted the motor and cover.

Following heavy rain the track drains and point pits at Depot Junction and Railway Square filled with silt and had to be thoroughly cleaned out.

Hayden Holmes removed some dead trees in Lakewood Park.

Vic Solomons has been manning a sales table at our recent functions, selling surplus archives items and duplicate books, magazines, videos, tickets, timetables, etc. to raise funds to help pay our on-going running costs. If you have any unwanted books or other matter on transport subjects, please consider donating them to the museum to help raise much needed funds.

### **Contributors to this issue**

Peter Kahn, Ian Hanson, Mike Giddey, Martin Pinches, Howard Clark.