

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 23 February

We welcome the following new Friends to our ranks:

2802	Kneeshaw, Peter	Pymble NSW
2803	Kneeshaw, Jan	Pymble NSW

National Park line closed

At approx 12:25pm on Friday 17 January, during school holiday operations, an over height vehicle heading south hit the Princes Highway crossing overhead and pulled the trolley wire down. The offending vehicle did not stop, and it is quite possible the driver was unaware he had hit the wire. A following motorist witnessed the incident and informed the emergency services and the museum. This matter is now in the hands of the police.

The power protection systems cut in, automatically turning off the power. The overhead over the crossing was also designed with the possibility of being hit in mind, so the damage is restricted to just the crossing itself.

The local police and fire brigade also attended and shortly an Ausgrid crew turned up as well. By that time one of the museum's overhead crew had arrived and they were assisted by the Ausgrid crew to clear the fallen wire from the roadway with the minimum impact to the rest of the overhead.

At the time of the incident, tram 249 was at the National Park terminus and was trapped there for several hours while appropriate authorities were informed and technical personal attended the museum. A member of the day's traffic staff fetched the stranded passengers with his own small van.

After the damaged trolley wire was made safe and the National Park line re-energised (via the catenary part of the crossing overhead) 249 was driven under its own power back to the crossing but had to be towed across the highway with the tractor under the watchful eyes of the local police. The level crossing equipment was undamaged, and the crossing lights operated normally while 249 was being towed back across the highway.

Once 249 was recovered, the National Park line was electrically isolated and the line closed, with the staff for the section locked away. However, the museum site and the Sutherland line are still available for operations and the museum opened with restricted operations as normal on Sunday and will be open the rest of the school holidays.

This is the first such incident since we took over the Royal National Park line in 1993. Thanks are due in particular to Glenn Killham, Ian Saxon, Bill and Craig Parkinson and others for attending at short notice.

Tramway Festival

Our annual Sydney Vintage Tramway Festival will be held on Sunday, 23 February but, due to the incident reported above, will be a quieter affair than normal.

Planning meeting

Interested Members and Friends are invited to attend a Loftus Museum Future Planning meeting being arranged by David Critchley at the museum on the mezzanine (meal room) level in the workshop at 2:00pm on Saturday 8 February and Saturday 22 February. Please bring a pen and paper and ideas. These initial meetings will be used to build the ground work for structuring a future plan for presentation to the Board and endorsement by the membership.

For further details please contact David Critchley on filanddavid183@yahoo.com.au or Scott Aston on elscotto@optusnet.com.au, mobile 0408 405 619.

Track and associated work

Since the completion of the concreting of the floor of the new South Shed, laying of the eastern track north of the now operational trailing TAFE crossover has resumed to take advantage of the recent upturn in availability of surplus concrete.

Rails have now been laid to a couple of metres past the end of the concrete on the adjacent western track. Concreting of the eastern track will finish level with that on the western track

and will be the end of the line for the time being. It will eventually be extended as double track to just north of the TAFE crossing towards Sutherland.

A track drain made from recycled rails has been inserted near pole 108. Mike is cutting up more old rails near Depot Junction to complete this track drain and to fabricate another one to go near the end of the concrete near pole 110. Formwork is being set up and moved forward as the concreting progresses.

The trench for underground electrical conduits has been extended and an excavation made for a covered access pit just past the end of the concrete. A negative feeder has been provided in existing conduits to by-pass Depot Junction.

A CSO brickie is bricking up pits along the bank south of Railway Square to provide access to stop valves on the new 50mm water line.

Overhead work

The months of November and December have been pretty quiet on the overhead front, with work concentrating on minor adjustments to the overhead to increase reliability.

During December, new treated timber pole 138 was commissioned on the National Park line with a new side arm bracket installed. The overhead team would like to thank Bob Cooper and Chris Olsen for helping out on this job.

Chris brought some specialist pole climbing equipment to be able to change this pole, as we were not able to reach it from our overhead line car 99u. The redundant pole was slated to be removed in January, but that is not possible now until further notice, since the National Park line closure mentioned above.

New side arm brackets are currently being built up for readiness of future pole replacements planned on the Sutherland and National Park lines.

YMCA building

In the ground floor of the YMCA building, CSO brick layers have completed a wall separating the southern fire stairs from the rear of the ground floor future shop area and are fitting a window into an opening on the second floor back wall.

The National Park authorities offered us bricks from the now demolished house near our old site. This was the home of "Wolfie," one time proprietor of the now demolished Shell garage and the Audley bus service. Several loads have been transported on our yellow tip truck and stored near the Top Shed.

Tramcar news

Sydney P car 1497:

Work on the refurbishment of this tram is nearing completion. A great deal of effort has been put in by our CSO worker Con, who has been busy scraping back varnish on the bulkhead ends of the car. Con has also sanded these timber panels in readiness for varnishing. Peter and Ian have been working away on the final stages of exterior repainting with the finishing touches of the two black bands now being applied. The interior is receiving attention as well, which has so far entailed repainting the ceiling, revarnishing and touching up where necessary. Four sets of internal grab rails have been removed for re-enamelling whilst work is about to commence on the installation of new concertina door canvas. We anticipate that 1497 will be back in service in the next few months.

Adelaide H car 358:

The framing repairs on H car 358 were completed by Rod and the side panel was refitted to the side of the car. The repaired parking brake actuator was refitted and the car made a test run on 18 December 2013.

Sydney C car 37:

Rod continues sanding, priming and refitting minor parts to C37.

Melbourne grip car 322:

Work is progressing well on the new roof framing for the cable grip car. A new wooden ring has been turned up by Warren and Terry on the big lathe. This ring forms the mounting point for the kerosene roof mounted light in the middle of the roof. It was strange to see wood shavings on the big lathe normally used for metal turning.

Sydney P car 1729:

Four Tomlinson couplers have been stripped of their contact boxes by Bill and are to be sent to Leusink Engineering for modifications so they can be used on P 1729 and PR1 1573. Frank Cuddy continues to overhaul control equipment for these cars. Geoff Spaulding has fitted new Oregon slats to the car footboards. A replacement destination box was restored by Geoff and fitted in the north end drivers cabin. Geoff turned his attention to making four new tongue and groove panels for fitting in the drivers cabins below window level. These were made up using surplus ceiling boards left over from the relining of the ceiling in OP 1089 some time ago. The original panels had been replaced with plywood when a table and seat was installed

for use by patrons of the bistro at the Canberra Tradesmen's Union Club long ago. The smaller panels under the side windows remained and these were refurbished by Geoff and re-installed. The destination box cover in the southern end drivers cabin was missing, and a replacement was secured and painted by our painters. This was found to be from an R1 and required modification by Geoff for fitting.

Melbourne Y1 611:

Howard Clark and Warrington Cameron paid a visit to Bendigo Tramways on Thursday 16 January to inspect progress on restoration of this car. Rust in the step well areas had been excised and replacement steel welded in as necessary. The car was inspected by Richard Clarke in December to check electrical and braking capacity. The compressor had seized and needed dismantling and repair before Richard's inspection. A number of air leaks were uncovered which needed to be rectified. Internally the car is almost complete, with light fittings still to be replaced and bell cords fitted, along with a couple of seat cushions in the driver's cabin areas. Windows and window slats are still to be refitted, and an external repaint is yet to be undertaken.

Launceston 14:

No further work has been done on this car since late November. Howard and Hugh Ballment visited Launceston Tramway Museum on 26 November to inspect the excellent restoration work being done on car 1, which was exchanged for 14 with LTM in 2008. Our friends at LTM have made excellent progress and we discussed with them scope for manufacturing driver's bulkheads and fixed seats for fitting to 14. The tradesmen at LTM have access to machinery in the adjacent underutilized TAFE to carry out these tasks. They are having metal side plates for the cross bench seats in the open compartments for car 1 pressed for them in Hobart, and have now arranged to have a set made for 14. Our thanks especially go to John Binns and John Perkins of LTM for their hospitality and support.

Ex Rozelle trams

The body of R 1753 has been acquired by Warringah Council and was moved to their premises for restoration works to commence as part of a new project in the vicinity of the historic Narrabeen terminus waiting shed. This promises to be an interesting 'sympathetic re-use' of the car in accordance with the guidelines agreed by STM with Sydney City Council. Howard Clark and Richard Clarke will be providing input to the heritage architect and the Warringah Council team.

The body of R1 2050 has also been disposed of

to an energetic property investor for restoration and installation on his property. He has taken steps to have the body transferred to Bendigo for a commercial restoration to occur. Both of the above de-accessions are of benefit to our Museum financially, and a third possibility is being explored with another party. To date the City Council has not commenced its 'Mens Shed' project with R1 1993, and only R1 1995 remains at Rozelle for eventual inclusion within the tram shed re-development.

Traffic operations

Our Group Bookings during 2013 seem to have reached new heights, 90 for the year. We hosted 24 school groups, most of which had two or more classes so these are significant earners for our Museum. Most of the bookings were for non trading days, though clubs and seniors' groups are especially encouraged to choose Wednesdays where staff is always available. A minimum number applies to any group needing a special call out of the Traffic team.

Revenue from group bookings is especially welcome in order to manage our public risk insurance, higher power bills and recently raised rent on our public lands. A conservative estimate of the total earnings for these bookings is \$28,000. As well as seniors' groups, we have welcomed fellow transport enthusiasts, veteran car and model railway clubs and, the final booking for the year, members of the Australian Railway Historical Society, many of whom were personal friends of our members.

The founder of the present system of group bookings is Ron Ham who, back in 1993, was encouraged by Norm Chinn in his belief that teams could attend the Museum for bookings of a worthwhile size on weekdays beyond Wednesdays and that this could be extended to school groups. Ron's experience as a primary and secondary school teacher eased the way for this. A decade later, facing some medical attention, Ron passed the task to fellow teacher, Peter McCallum. Greg Sutherland and John McFadden, kindly agreed to take booking calls during periods when Peter is away.

There has been growing support for the work of the Group Bookings team all around the Museum. While all are keen to ensure an extended life for O class 1111 there has developed an acceptance that the largest demographic of our groups market is our mature citizens. Few are really tram fans, it is their nostalgia for events of their youth which draws them. Their love of that one tram car exceeds that of all others in our fleet. These happy visitors pass the word around for a Museum which can afford little paid advertising. By satisfying its visitors, the business has continued to grow.

Frequent participants in the team during 2013 have been David Edwards, Mick Ward, Peter Kahn, Vic Solomons, Frank McQuade, Ron Ham, John McFadden and Peter McCallum. Much appreciated long distance travellers participating often have been Mary Kerry, Trevor Ellis and Dick Hall, while special large bookings have benefited from the participation of Hayden Holmes, Bob Cooper, Bill Parkinson, Ian Hansen, Liam Brundle and Mitchell Skillhorn.

Tramway drawings donated

At their December Christmas function held at the museum, Australian Railway Historical Society NSW Division handed to the museum scans of 1500 NSW tramway drawings. The drawings are mostly of electrical infrastructure such as overhead wiring details, high voltage and low voltage feeders and underground cables, both in Sydney and Newcastle. Also included are curve and gradient diagrams of steam and electric lines. Whilst the information is mainly electrical there is a wealth of other detail, such as arrangement of tracks and waiting sheds. Drawings to allow the set out of Rockdale trolley bus and West Wallsend overhead are included. Regrettably West Wallsend electrification did not proceed.

The drawings will be a valuable addition to our archives. Already information on the precise location of the Narrabeen Goods Siding shown on one of the drawings has been given to Warringah Council for the project mentioned above. The drawings are presently being catalogued. They will then be able to be searched in Windows. The drawings will be added to the 2900 drawings already scanned in the Museum's archives.

ARHS NSW have been thanked for their kind donation.

Members with private collections of drawings should contact Tony Cody or Richard Clarke on rickclar@ozemail.com.au to see if scans of their drawings could be added to the archives.

General news

On 8 January the first stage of a shunt was undertaken. This involved moving the flat car, Berlin trailer and Munich 2666 from in front of the Top Shed to retrieve the Matador recovery vehicle from the front of road 14 and to replace it with the cable grip car. Before applying power to 2666 Bill Parkinson inspected the electrical equipment on the roof and considered that it had deteriorated to the point that it is no longer safe to apply power to this car. Accordingly it, as well as the other vehicles, had to be towed and propelled by No.3 forklift.

The Matador was temporarily placed on road 12 but was moved to the pit road in the workshop along with double deck bus 2619 on 18 January, replacing H 358 which is now on road 4. The

Matador is in for its engine transplant, the replacement engine being ready for some time. 2619 is having a new tail shaft and universal joints fitted following completion of differential work and new axle seals. The move was made difficult as the motor on the traverser packed it in. A temporary hand crank was fitted to the drive shaft so Craig and others could move the traverser using muscle power alone in high 30s degree heat.

R1 2001 failed with a blown line breaker fuse and was towed back with R1 1979. The fuse was soon replaced.

COTMA matters

A further planning meeting was held at the Museum on 18 January, chaired by David Critchley, to discuss developments for the 2014 COTMA conference to be held in Sydney from 8 October to 13 October 2014.

The COTMA Executive are planning to be at Loftus on Saturday 15 February to review the above and deal with other matters at that time. It is hoped that broader outline plans for the COTMA conference can be released at that time.

Special visitors

On Sunday 19 January, we welcomed a large family group led by Peter Kneeshaw, the grandson of John Kneeshaw, Tramway Traffic Superintendent, who died on 15 March 1914. John Kneeshaw was seen by many as the 'father' of Sydney Tramways, and presided over the enormous growth of the Sydney Tramway System in the first decade of the 20th Century. The family brought a picnic lunch and enjoyed rides on Brisbane 180, W2 249 and R1 1979, on the restricted service towards Sutherland, and later on O 1111 was put into service by our traffic staff. The O type was seen by many as the brainchild of John Kneeshaw.

Detailed historical notes concerning the career of John Kneeshaw were prepared by Ross Willson, Bob Merchant and Ian Saxon. Bob set up an illustrated booklet which Howard Clark presented to Peter. In return Peter presented us with an illustrated booklet setting out family history and other pertinent information of interest. It is pleasing to welcome Peter and Jan Kneeshaw as new Friends of the Museum.

Personal

David Rawlings reports he is recovering well from his by-pass operation and hopes to be back to Loftus in a few weeks.

Contributors to this issue

Matthew Geier, Ian Hanson, Mike Giddey, Scott Aston, David Critchley, Peter McCallum, Glenn Killham, Richard Clarke, and Howard Clark.

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We welcome the following new Friends to our ranks:

2804	Allitt, Donald	Bullaburra NSW
2805	Ahrens, Manfred	Munich, Germany
2806	Kennedy, Peter	Mortdale NSW

Vintage Tramway Festival

The annual Vintage Festival was held on Sunday 23 February and it had been decided to use some of our older trams this year.

Consequently, in the preceding weeks C 290, F 393 and N 728 were moved from the Display Hall into the Running Shed by Bill Parkinson and Hayden Holmes, with assistance from other members. All trams were inspected by Bill and approved for operations and together with LP 154, J 675 and C 29 were readied for the day. Katie Strancar spent a number of hours cleaning and dusting the interiors of the trams prior to the Sunday. Many thanks to all the members who assisted with all the preparations for the big day.

On 23 February sufficient traffic staff made themselves available to ensure a successful day. Hayden Holmes prepared a timetable providing a 10 minute service and everything went smoothly.

A steady stream of visitors during the day kept the traffic staff busy and despite the National Park line being unavailable, visitors were able to ride all the vintage trams that were out for the day over all our available track. With the double track between Pitt Street crossover and Railway Square points being available for service, trams passing in Tramway Avenue was a photographic opportunity for enthusiasts and visitors alike.

A second-hand book table was again operated by Vic Solomons with many books, DVDs and videos being purchased. A sizeable amount was raised for the Museum's finances and thanks to Vic for his work on the day and also for collecting the books from various donors.

Traffic operations

New member Scott Curnow has completed his conductor training in record time under the tuition of Conductor Trainer, Bob Cooper. Scott has now taken up his position as Tram Conductor.

Kay Graves has recently commenced training as a Tram Conductor.

Warren Graves has successfully completed his practical and written examination for appointment as a Tram Driver. Warren was appointed to the position of Tram Driver Standard Cars at the Board meeting held on Friday 11 April.

A website which lists the museum as a Sutherland Shire attraction is Tripadvisor.com.au and it provides for visitors to comment on their visit to the listed attraction. At present there are eight very favourable comments and our traffic staff are highly praised. The comments include:

"Thoroughly enjoyed our visit, extremely interesting, value for money and with very friendly staff who went out of their way to help."

"It is amazing. The volunteers that work there do a fantastic job looking after the visitors."

A Japanese visitor commented on how well we treat the elderly, an important aspect of Japanese culture.

Track and associated work

The last track drain on the eastern track was installed near

the end of the concrete near the first curve on the Sutherland line and concreting with surplus concrete has continued when available.

A staggering nine cubic metres turned up on 8 March and almost finished the cess area along the bank south of Railway Square. A small area around unfinished service access pits remains to be done. The rest was placed on the eastern track and it will only take about another three cubic metres to complete the track to the curve. We are running out of locations ready to place surplus concrete so we are currently not requesting any from Concrete on Wednesdays. Concrete deliveries on Saturdays are generally quieter than weekdays.

With some breathing space, attention has now turned to North Terminus where the eastern track in the terminal area is being laid to provide places to take more concrete. First we had to clear weeds as high as the gates from the Sydney Water crossing to the concrete crossing near the top of the grade.

The yellow tip truck has taken over the role of ballast motor 42s and carries the welder and other gear to and from the work site.

The old rails were despiked and dragged into the terminus area to be descaled for further use. About 20 metres of new welded track has been laid and leveled to date.

A new track drain piped to the street gutter has been installed and conduits laid under the two tracks pole to pole for future street lighting.

While the National Park line is closed it is intended to lay a temporary track into the new shed to place three trams into the western shed road with motor vehicles on the other track for the time being. This will free up a lot of existing usable track space in both the Top Shed and the main building.

The National Park line was getting out of gauge in places near the new Loftus Junction shed so 15 tie bars were fitted to regauge the track on 15 March.

On 19 March our contractor, David Cannini loaded some large rocks from the vicinity of the new shed. These were taken to North Terminus for a new rock retaining wall. David also filled and leveled along the track where there has been significant erosion.

Most point pits have been opened and thoroughly cleaned out.

Overhead work

The joiner to re tension the Eastern track overhead in Tramway Avenue is complete and ready to be installed. A suitable time needs to be organised to carry out the work on a non-traffic day. At the same time adjustment of the Railway Square Junction frog pan will be looked into. Then Brisbane 548 can re-enter service.

New side arm brackets have been completed to be installed on replacement poles on the Sutherland line.

The removal of the redundant pole on the National Park line has been deferred until further notice, and will be carried out once the Park line is back in action.

The western track frog pans over the scissors crossover have been adjusted and they seem to be working well. Once the eastern track is tensioned, the eastern pans over the scissors will also be adjusted. This will hopefully allow the PCC to operate through the scissors crossover without dewatering.

Glenn Killham is to make a start on additional pull offs on the Park line (commencing with the curve near the No. 2 Substation) once the Park line is back in action. We need to

consider designing, acquiring or manufacturing suitable pull off arms for this work that are pantograph compatible.

Also on the drawing board is the alteration / joining of contact wire at the northern end of the concrete track north of the Pitt Street crossover. This will enable the removal of the temporary frog pan currently in use and free it up for use elsewhere on site (probably over the scissors crossover). The overhead over both tracks on the concrete will be re tensioned when this work is done.

During the month, general maintenance on the overhead was carried out as needed.

Tramcar news

Sydney P car 1497:

The repainting of the car body, inside and out, and the replacement of concertina doors on one side of this tram (the doors on the other side were replaced some years ago) has now been completed.

Indeed all the painstaking work carried out has made 1497 rather resplendent. It is a credit to all those volunteers who gave up their time over the last eight months to undertake the work.

Final detailing was completed on 1497 on 12 April and the car can now be transferred to the maintenance department for further engineering work before the tram returns to service.

Sydney C car 37:

Rod Burland continues refitting small parts to C37, including replacement C section steel strip on the waist rail, filling and sanding all screw holes on the cover strips etc., sanding and under coating. He has also finished final coats of varnish on the internal seats ready for installation.

Melbourne grip car 322:

The Melbourne cable grip car received further work by the Wednesday crew on the clerestory section of the roof including fitting new curtain railing to the inside, new roof ribs and roof boards. It was canvassed and will be completed before the new ribs for the main roof are fitted. Delivery of the new seats from the joiner are eagerly anticipated.

Sydney P car 1729:

P car 1729 has had the new footboards, destination mechanisms fitted and cab interiors re-lined by Geoff Spaulding, including the painstaking installation of replacement drivers seats which had been roughly removed in Canberra to allow for installation of bistro seating against the cabin bulkheads. This also necessitated repairs to the bulkhead timbers before the seats could be installed.

Bob Cooper has been drilling and machining components laser cut for new door mechanisms for the car. The door components were removed and lost during its time in Canberra.

Launceston 14:

Work is progressing on this car at a measured pace in Bendigo. Saloon side panels, along with necessary repairs to support timbers and sills has been completed and undercoated. The next phase of the work, removing blue paint from the internal Blackwood and Huon pine timbers and mouldings, is underway. The grain patterns in the pine mouldings have sanded up well and will present a beautiful finish, once installed and varnished. Next phase planned for June /July will be to install the vented centre roof ribs and roof boards.

Melbourne Y1 611:

Work continues in Bendigo with restorative works on this car. Howard Clark, Warrington Cameron and Hugh Ballment visited on Wednesday 16 April to review progress. Repairs to external body panels have been completed and the car has been repainted in traditional M&MTB green and cream, with only centre doors and finishing touches to go.

A further coat of Navy dressing to the roof is required when additional supplies are delivered from our friends at Pichi Richi Railway in South Australia. Internally the car is almost complete with replacement Blackwood panels in place and varnished, newly upholstered seats installed, and polished bell cord brackets fitted. The Blackwood ceiling has had final coats of varnish applied and the original light fittings refitted, except for the original glass shades. Trucks and life guards are still to be painted. Warrington is arranging for authentic numbers and logos to be produced for application to the car. Completion of these works is expected by late June.

Sydney R1 2050

This car, which was one of the six cars located in the former Rozelle depot until late 2012, was acquired from the Museum by a private investor/developer for authentic external body restoration in Bendigo. It is to return to Sydney for installation at an undisclosed location. The body was grit blasted and primed.

It has now entered the depot building, where staff have stripped the interior completely, and removed the cement cavity infill in the original café end of the car. This has exposed timber pillars which have suffered badly from dry rot and will need replacement.

We continue to assist the new owner with his restoration plans. Howard Clark delivered a cast window top and fixed upper aluminium window casting, to be used as samples for making replacements for the car.

Motor vehicles

The Matador recovery vehicle had its replacement engine installed by Bill and Craig on 20 February followed by the front end and radiator. This vehicle exemplifies the British principal of making things very difficult to work on as just about everything is fitted closely around the engine. Hardly good design for a former military vehicle. Work continues on refitting the various engine external components.

Double deck bus 2619 is still receiving attention. However the new tail shafts will have to wait until the Matador is completed.

2014 COTMA Conference

The Conference is to be held in Sydney from Thursday afternoon 9 October 2014 to Tuesday morning 14 October 2014. The main Conference venue and accommodation will be at the Rendezvous Hotel at Railway Square, with several rooms also booked at Boyles Hotel, Sutherland. Further planning is ongoing, with a planning meeting to be held at STM on Saturday 26 April 2014 at 14.00. More details later.

General news

On 1 February Bill Parkinson fitted a replacement motor to the traverser.

Some self lapping brake valves are being modified to apply to the left so that the Y1 and W7 can be used when received on site. Routine repairs and maintenance has been performed on the running fleet.

Andy McDonald and Katie Strancar have been busy constructing landscaping alongside the eastern track north of the Pitt Street crossing. Grass has been planted to enhance the appearance of the area.

Ieva Gay has been busy in the museum garden beds, weeding and planting native shrubs, a range of which have been planted along the museum boundary adjacent to the secondary operations building near Loftus railway station.

Ian MacCowan continues to maintain the grass in the traverser square, the picnic area and grounds, which are looking green thanks to recent rain.

Contributors to this issue

Glenn Killham, Vic Solomons, Ian Hanson, Martin Pinches, Mike Giddey, Howard Clark.

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2807	Warr, Peter	Rockdale NSW
2808	Sandhu, Timothy	Mortdale NSW

Winter School Holiday operations – July 2014

The museum will be open each weekday from Monday 30 June to Friday 11 July between 10:00am and 3:00pm, as well as each Sunday (10:00am-5:00pm). Entry closes up to one hour prior. Some extra hands to help in the shops or Display Hall, or with cleaning trams will be welcome.

Trams Under The Stars – Saturday, 16 August

Previously known as 'Trams After Dark', this special event, which is usually held on the Winter Solstice, has been renamed and moved to Saturday, 16 August. Tram services will be operating to a special timetable from 3.00pm to 9.00pm. A feature of this event will be some limited night operation of our rarely seen Sydney F class car 393. There will also be some late afternoon runs into the Royal National Park until dusk.

In total, six trams are scheduled for operation. The other trams that you will see lurking in the dark on this day are Sydney N 728 and recently refurbished P car 1497. In addition three interstate cars will be in service: Adelaide 358, Brisbane 548 and Bendigo 11.

The event occurs a day before Father's Day and to that end we anticipate a reasonable attendance by family groups and many other visitors to museum.

Traffic operations

It is regretted that Ron Ham and John McFadden have decided to retire from traffic duties at the Museum. Their help and assistance over many years is very much appreciated. Thank you Ron and John.

Our Traffic team have noticed a recent gradual pick up in business since the temporary loss of use of our RNP line. This has been noticeable with Group Bookings.

Greg Sutherland's mobile was ringing busily during the three weeks Peter McCallum and his wife Audrey were away.

The Bookings team would now appreciate some offers of help over the next couple of months as we need to be able to take more than the usual number of call outs. Small teams work for shorter days than is the case on our regular open days. A quick call to Peter on 9542 3604 suggesting available weekdays when you might be available will help the regular team at this time will be welcome.

Track and associated work

The concreting of the side strips of the eastern track north of the Pitt Street crossover has been completed enabling the form-boards to be recovered on 5 June for further use at the North terminus. Only two small sections of the 'four-foot' remain at this time to complete the concreting of the eastern track to the first curve on the Sutherland line, thus matching the adjacent western track.

At North terminus about two cubic metres of surplus concrete was placed around the steel sleepers to anchor the track on 10 June. Rocks recovered from near the new shed were placed with a forklift to commence construction of a retaining wall near the south gates of the terminus area.

Meanwhile CSO workers have been removing rails from the eastern track through the front gate. This section is to be re-

laid and concreted to match the western track at that location. The track drain that Mike had prepared for use at the front gate was previously commandeered for a location on the eastern track past the crossover so he is constructing a replacement.

Mike and Ian have replaced four life expired timber sleepers on the Sutherland line near Pole 315 with new treated sleepers. Further replacements will be needed towards TAFE crossing. The troublesome transition joints near this same pole were fitted with different fish plates on 24 June and the result is a much better riding quality.

In preparation for moving trams into the western road of the new Loftus Junction shed, sleepers, rails and fish plates were moved to that location and a temporary track was laid out of the western shed road. With the availability of the Matador to winch the trams into the shed seeming imminent, the temporary track was extended out over the RNP line but was later moved clear again when it became apparent that there were further unforeseen problems with the vehicle.

In preparation for the upcoming move, various materials stored in the Top Shed were fouling the trams to be moved, and these were relocated clear by Tom and Mike. The Board has approved the transfer of Kalgoorlie 22 and Sydney ballast motor 93u to the new building, and is looking into the scope for moving a third car there. When this move occurs there will be sufficient space available for a re-shuffle to occur and permit the return of Sydney PR1 1573 from outside storage, and delivery of Melbourne Y1 611 from Bendigo.

Overhead work

Highway link repaired

The last couple of months have primarily been taken up with organising repairs to the overhead at the Princes Highway level crossing.

The overhead trolley wire was brought down on Friday, 17 January 2014 by an over-height truck. This resulted in a tram being stranded at the Park platform and its passengers had to be brought back to the museum by private car. Later in the day the tram was retrieved and brought back to the museum. Unfortunately the truck driver could not be punished, as there was insufficient evidence to prosecute.

When the incident occurred Greg Sutherland contacted ITSR to obtain contact details re suitably qualified and accredited repairers.

With the help of a number of industry contacts Greg was able to obtain the assistance of John Holland Rail (JHR) who generously offered to undertake the work without charge when they had a suitable window in their works program.

This led to on site meetings with JHR and also the Lack Group who the Museum engaged to provide Traffic Management to ensure the personnel who were working across the Princes Highway could work in a safe environment.

Lack Group undertook the liaison with Roads and Management Services to ensure a traffic management plan could be put in place to allow partial closures of highway traffic lanes as JHR's equipment was placed below the damaged span.

Unfortunately due to a heavy demand from their industrial clients there was a waiting period until JHR personnel could be programmed to undertake the work. We are grateful that JHR management did all they could to minimise the waiting period.

Two members of John Holland's overhead line crew attended a site meeting with Glenn Killham on 5 June to finalise plans for the erection of the new trolley wire.

JHR management had arranged for the delivery to the work site of specialised equipment including a hi-rail scissors elevating platform, an all terrain/rail mobile tower platform, support vehicles and portable floodlighting. This equipment and a well thought out plan of operation ensured that the JHR works were successfully completed with minimum disruption to traffic on the Princes Highway.

Work on site commenced at 7.30pm on Tuesday, 10 June with Lack Group personnel putting in place early warning signs, temporary electronic banner signs and 'witches hats' to delineate the traffic lanes where traffic diversions were required. Once this was done four marshals with flashing red wands took up positions to direct traffic and attend to lane changes as necessary to facilitate the works. These marshals remained on the highway throughout the working period and then arranged the return of the highway to normal operation when JHR completed their work.

Overhead work started at about 8.30pm using the hi-rail scissor lift truck to pay out the wire from our drum. This vehicle was assisted by a hi-rail boom lift with articulated boom for reaching the upper catenary and pole fixing points.

As the wire on our drum was not long enough to reach from pole to pole, the new wire was spliced to the existing section of the trolley wire that was anchored to the pole on the western side of the crossing, fed through the changeover pan, across the road, through the other crossover pan and was long enough to be anchored directly to the pole on the eastern side.

A replacement span wire made by Glenn was installed on the National Park side while the contact wire was being attached on the Loftus side. At the right time the boom lift ran across the road placing the temporary droppers with rollers ready to take the contact wire. The truck then crossed the road rolling out the wire, which was then tensioned at the new anchor point, then proceeded to return across the road attaching the ears and hanging the permanent droppers to the planned height.

Once this was completed another pass across the road was done to tidy up the installation and then the crew packed up, job done.

JHR on site where an excellent team who liaised with Museum personnel at the work site as required and demonstrated a high level of competence and dedication as they worked in cold and sometimes raining conditions.

The crossing will need to be tested, the track cleaned and the rest of the overhead to the Royal National Park terminus checked before our tram service resumes. The track to RNP was inspected on 24 May in anticipation of the overhead being repaired by 11 June.

General overhead news

A couple of minor dewirements recently at the scissors crossover resulted in two frog pans being damaged. They were repaired, some adjustments made and hopefully it is now working well.

Various kinks in the contact wire were straightened out recently with our special 'de-kinking' tool.

Now the overhead is repaired above the highway, efforts will be concentrating on the tensioning of the eastern track at Railway Square and additional mid-span pull-offs on the National Park line.

Preliminary work on design of overhead at the new North Terminus to coincide with the new points is also in hand.

General maintenance was carried out as required on the overhead. Special thanks to Hayden Holmes, Bob Cooper and Bill Parkinson for helping out with the overhead over the last little while.

YMCA building

We recently had a visit from our contract consulting engineer, Alan Wright. Alan has examined the building

structure as it currently stands, and will shortly prepare a scope of works report for assessment by prospective build contractors.

Alan is also looking into sourcing a small passenger lift for access to all floors. He has recommended against seeking a lift with larger carry capacity, due to the expense involved and the likelihood that most use by visitors will be from the ground floor to the first floor.

CSO Bricklayers have erected an external wall on the northern (Pitt Street) end of the first floor of the YMCA Building.

Tramcar news

R 1740:

Sydney corridor tramcar 1740 has been withdrawn from service and transferred to the temporary paint shop at the rear of Road 8. The repainting will mainly concentrate on the car's exterior where there has been noticeable wear and tear since its last repaint some 22 years ago. Ian, Joseph, Peter and Nathan have been busy carrying out the necessary preparation and rust removal.

Sydney P car 1729:

As Geoff Spaulding has moved to the south coast, his availability to work on this car has lessened. His last two visits have focussed on fitting two metal cover plates adjacent to the drivers footboards and fitting the footboards. One of these plates was missing when the car came from Canberra, and the opposite end one was removed for an engineering company to make a replica.

The side destination boxes have also received attention. One had to be removed for broken glass to be replaced and then re-assembled and installed. The other was found to have a seized and corroded chain with a missing link. A similar looking chain from a Melbourne route number box looked like the answer until it was found that the sprocket sizes were marginally different and would not fit. The seized chain which had been soaked in oil for two weeks was still a problem. Geoff eventually solved this by heating the chain to red hot and freeing it up. As it was a couple of links short, marginal adjustments to its positioning were made. We have discovered there are three different widths of Sydney side destination rolls, and the two that have been fitted to 1729 are marginally shorter than a P car roll, so a search is on to locate and fit correct width rolls. One front destination box still requires full re-assembly before a roll can be fitted.

Bob Cooper has drilled and spray painted small laser cut component parts for the door mechanisms, whilst Rainer Nickel has turned up timber junction box insets to assist Frank Cuddy, who continues to re-furbish various electrical components for this car and Ballarat 37. Other steel roller parts and sleeves for the door mechanisms have been machined by outside contractors sourced with assistance from Warren Howlett and Mike Ward.

Sydney C car 37:

Rod Burland has drilled and fitted replacement cover strips at waist rail level on one side of the car where the original was missing. Rod shaped and fitted timber 'C' section moulding to cover the canvas on the clerestory roof edges, and repaired and re-fitted the aluminium strips around the clerestory roof ends. He has completed undercoating the area around the clerestory windows on one side, and has had the interior cleaned out, preparatory to painting the floor. All four lower end corner metal cover plates have been repaired or re-made as necessary, with welding assistance from our Wednesday team.

Melbourne grip car 322:

Warren, Terry and Bob have canvassed and painted the top of the clerestory roof of grip car 322. They then fitted the short side roof ribs to the lower part of the roof. Due to a cramped working space the roof framing has now been placed onto a heavy duty rail trolley once used at Randwick Workshops.

Appropriately the trolley has Sydney cable tram wheel sets. This allows the roof frame to be wheeled out into the open area to be worked on. The seats still have not been received from the joiner and are eagerly awaited. Curved bows for the roof ends are now being attended to.

Launceston 14:

No further work has been done on this car in Bendigo. It is expected that the interior saloon and vented roof boards will be fitted during July.

Melbourne Y1 611:

This car has now been finished externally with the recent lining out and application of numbers and M&MTB decals.

Internally, the car is complete with a full complement of re-upholstered seats. Bendigo has overhauled an additional pair of door release valves for fitting to enable doors on either side to be opened from each driving position. At present only left hand doors can be opened from each driving position. Bell cords and internal bells remain to be fitted and the roof will require a further coat of navy dressing once the car arrives at Loftus. This is expected to occur in July.

Motor vehicles

Craig Parkinson has refitted the external components to the replacement engine in the AEC Matador recovery vehicle. Just when it seemed that the works was nearly complete it was discovered that two roller bearings supporting drive shafts were seriously worn due to a misfitted cover plate blocking an oil hole to lubricate these bearings. They have now been replaced. The fuel tank is still off the vehicle for repairs but the unit is now operational using a temporary fuel tank. The Matador showed its power on 5 June by hauling a six-ton, 100 metre length of rail.

Gardening and grounds

With the National Park line out of service for a number of months the weed growth has been dramatic; in some places getting to near one metre in height in the 4-foot (between the rails). Over the last few weeks both Andy MacDonald and Katie Strancar have been removing this growth and hope to have it mainly cleared prior to the re-opening of the line.

On Wednesday, 28 May Ian Saxon used the tractor to clear and slash much of the area alongside the track.

Ieva Gay has continued with her work in the gardens in the museum grounds whilst Ian MacCowan has laid grass alongside the footpath towards the YMCA building and tidying the area up. Ian also mowed the long grass near the highway level crossing.

Vic Solomons continues with his rubbish removal and has also been working to lessen the weed growth near the TAFE College.

Many thanks to all these members for their hard work.

General news

Scott Curnow has supplied two maps for the board at the entrance to the display hall, following the removal some time ago of the very faded large map which could not be replaced. The new maps are printed on material which should not deteriorate like the previous map.

Thanks, Scott. Well done!

Richard Clarke and Ian Saxon have completed track inspections for reports for the Office of National Rail Safety Regulator (ONRSR).

Mike and Tom have carried out a long overdue cleanup of the deck of ballast motor 42s.

We had the iced-up ice cream freezer in the kiosk checked by a technician on 4 June. Consequently, on Wednesday 11 June, a change-over freezer was delivered to replace the current one in the kiosk.

New traffic uniform

Following the decision made at the Traffic meeting on

15 February 2014, there will be a change of Traffic uniform from 1 October 2014. This change has been made necessary due to difficulty in obtaining the brown uniform items.

The new uniform will be generally navy blue/black, similar to the uniform in use on Sydney trams during the last few years of service. There will also be new cap badges with membership number (again based on Sydney Tramways).

Any member of the Traffic staff who has not received information on the new uniform, please contact Hayden Holmes by email at pclass1497@gmail.com or phone 0416 069 161.

Membership numbered cap badges for non traffic members

In conjunction with the new traffic uniform, non traffic members may also purchase a membership numbered cap badge. Cost is \$9.00 each. Please contact Hayden Holmes at the email address or phone number above, no later than 14 July 2014.

Do you have any large magazine racks?

We need some to display a number of the large prints we are selling in the souvenir shop and also on sales stands at exhibitions. They need to be open-ended and be, ideally, at least 45cm and up to 100cm in length. The idea is that the prints stand on their long side and visitors can flick through a quantity to pick out their choice.

Please contact Peter Kahn either at the museum on Wednesdays, phone 9542 3646, at other times on 9665 3820 or 0403 472 341: email peter.kahn@bigpond.com

Name badges

A number of members wear name badges at the museum. If you would like one, they can be supplied at a cost of around \$11.00 (as at May 2014). Delivery may take a while, subject to the number required. The more badges ordered, the cheaper they will be.

The badges measure 8cm x 2.75cm and have the STM logo on the left, Sydney Tramway Museum name across the top, with first name in middle (fairly large print) and surname underneath (smaller print).

If interested, please contact Peter Kahn, as above.

Model railway and hobbies exhibitions

The Museum will have a sales and promotion stand at the undermentioned exhibitions:

Hawkesbury Model Show – Hawkesbury Showground, Clarendon – Saturday and Sunday 5-6 July: 9:00am-4:00pm

Our Town Model Show – Broadmeadow Racecourse – Saturday 23 August, 9:00am-5:00pm; Sunday 24 August, 9:00am-4:00pm.

AMRA Model Railway Exhibition – Whitlam Leisure Centre, Memorial Avenue, Liverpool – Saturday 4 October, 9:00am-5:00pm; Sunday 5 October, 9:00am-5:00pm; Monday 6 October, 9:00am-4:00pm.

2014 COTMA Conference

Our Museum and the Valley Heights Steam Tramway are hosting the 2014 COTMA Conference to be held from Thursday, 9 October to Tuesday, 13 October.

COTMA, the Council of Tramway Museums of Australasia, represents the interests of heritage tramway museums and operators throughout Australasia. Established in 1975, COTMA's goal is to promote heritage tramways and foster excellence in museum practice and presentations. COTMA museums include most major tramway museums in Australia and New Zealand.

A four or five day conference is held every two years, with each being hosted by a different COTMA affiliated museum. This is the third Conference to be held in Sydney; the previous conferences were held in 1975 and 1988.

The conference is open to all museum members, friends and

anyone interested in tramways. Along with presentations on heritage tramway and museum topics, the conference gives delegates opportunities to visit museums and places of tramway interest and enjoy the camaraderie of this fantastic hobby. It is a thoroughly enjoyable few days and we encourage anyone that may be interested to sign up for the conference.

The cost is expected to be around \$500 for the conference, which includes conference activities, tours, transport, entry fees and most lunches and dinners (excluding accommodation costs and incidentals).

A booking form, together with accommodation details, will be available shortly on the Museum's website and/or on the COTMA website <http://www.cotma.net.au>. You can also follow the conference through our Facebook page at <https://www.facebook.com/SydneyTramwayMuseum> and follow the COTMA 2014 Event link.

A pre-conference tour to the Gold Coast Light Rail and a post-conference tour to places of railway interest in southern NSW are also being offered.

Conference program outline

Thursday, 9 October – Registration and Welcome function at the Rendezvous Hotel, Railway Square, Sydney.

Friday, 10 October – Conference papers and presentations at the Sutherland United Services Club (SUS), opposite Sutherland railway station. Dinner at Rendezvous hotel.

Saturday, 11 October – Morning presentations at the SUS. Club followed by half day at the Sydney Tramway Museum, Loftus, and includes operation of coupled O class trams 805 and 1111. Dinner at the SUS club, with transport back to the Rendezvous hotel, following dinner.

Sunday, 12 October – Full day tour departing by coaches at 9.00am from Rendezvous Hotel to the Valley Heights Steam Tramway, including a special lunch there, and the glorious Blue Mountains in the afternoon.

Monday, 13 October – Ride on Sydney Light Railway to Dulwich Hill, followed by conference presentations and lunch aboard the famous *South Steyne* at Darling Harbour. This will be followed at 2.00pm by four hour Sydney Harbour cruise using the heritage ferry *Proclaim*, passing former points of tramway interest, covering inner harbour and Parramatta River tram/ferry connection locations.

Tuesday, 14 October – Conference presentations and COTMA Executive General Meeting.

Wednesday, 15 October – Post conference tour departs.

Accompanying partners programme

Friday, 10 October – Mini bus departure for a Sydney Opera House tour at 9.00am or 9.30am. This will be followed by morning tea at one of the outdoor cafes between the Opera House and Circular Quay. A short walk will be needed to catch the Watson's Bay ferry to Watson's Bay, where a traditional fish and chip lunch will be partaken at the well patronised Doyle's Fisherman's Wharf restaurant. Mini bus pick up after lunch with a return to Rendezvous via Dover Heights and Bondi beach.

Saturday, 11 October – Visit to The Rocks Markets. Lunch at level 4, MCA Sculpture Café overlooking the Opera House, and after lunch visit to exhibitions there, or other at leisure activity, with transport pick up from Rendezvous Hotel for trip to SUS Club dinner in the evening.

Sunday, 12 October – Travel by coach to Valley Heights. One of the coaches will travel the short distance to Faulconbridge for morning tea at the Norman Lindsay Gallery and visit, returning for lunch at Valley Heights with the group. After lunch the coaches will depart for 'The Three Sisters' at Katoomba, and a return to Leura township for at leisure activity before re-joining coaches for a return to the Rendezvous Hotel by around 6.00pm. The evening is free.

Monday, 13 October – Morning free, with lunch on the *South Steyne* followed by the Harbour Cruise on the *Proclaim*

Tuesday, 14 October – Morning free and conference end.

Contributors to this issue

Ian Saxon, David Critchley, Ian Hanson, Peter Kahn, Hayden Holmes, Glenn Killham, Mike Giddey, Martin Pinches, Peter McCallum, Howard Clark, Greg Sutherland, Bill Parkinson and Danny Adamopoulos.

For Members' information

Transport Heritage NSW

The NSW State Government has replaced the Office of Rail Heritage (ORH) with a new organisation called Transport Heritage NSW Limited (THNSW). THNSW is part of Transport for NSW (TfNSW) and has absorbed the NSW Rail Transport Museum and Trainworks Limited.

Later in 2014, TfNSW will be working with the broader transport heritage sector to establish an "Independent Funding Panel" to provide a pathway to transparently assign project funds to other transport heritage groups in NSW.

TfNSW will launch an associate members' program to support the independent funding panel's work. However, the associate members do NOT have any voting rights in THNSW. At its May board meeting, the STM Board agreed to apply to become an Associate Member of THNSW.

THNSW is "keen to work directly with other heritage transport organisations, to bring about a fair, equitable, co-ordinated and consistent approach to how transport heritage is managed in NSW."

History

In 2006, the Office of Rail Heritage (ORH) was established as a small component of a giant entity, RailCorp, instead of as an independent body as recommended by a high-level Advisory Committee. Under RailCorp management, ORH did not report on its performance against budget and indeed had no separate budgets of its own.

In 2009, following a report commissioned by the Office of Rail Heritage, the Government took a major rail heritage decision, to create another museum at Thirlmere, NSW (90kms from Sydney) adjacent to an existing parallel body, the NSW Rail Transport Museum (RTM), established in 1962.

The new museum, Trainworks, caused divisions between ORH and the RTM, both at senior and grassroots volunteer level, despite the goodwill of many staff on the ground. At \$35m, its cost was easily the largest amount spent on any transport heritage museum in Australia, almost double the \$20m spent on the successful counterpart in Queensland (Queensland's Workshops Rail Museum at Ipswich did receive supplementary funding after its establishment). The reviewers consider that there was inadequate justification both for the establishment of Trainworks in the first place, particularly in a location which is far away from Sydney and practically inaccessible by public transport, and for the large sums that were spent on what, in the opinion of the reviewers, has turned out to be a less than inspiring institution.

Further divisions have occurred between ORH and many of the smaller rail operators. The review received a number of complaints about ORH's management style, and about low morale and inefficiencies in the sector.

Since 1986, 3801 Limited had the exclusive and virtually free occupancy of one of the historic buildings near the centre of Sydney, the Large Erecting Shop (LES) at Eveleigh, under a lease awarded by the State Rail Authority and its successor, RailCorp.

There were factors working against all of the options considered, except *Creating a not-for-profit company limited by guarantee independent of, but monitored and partly financed by, government*. There were too many questions about how RailCorp had been managing ORH and the LES at Eveleigh, and in any case, the Minister for Transport has stated that RailCorp needs to concentrate on its core business of moving passengers. The reviewers have unanimously

settled on the above as the best, most prudent, and most effective way to ensure a fresh start while using the advantages of the present.

Thus the preferred option was the formation by the sector itself of a new not-for-profit company limited by guarantee, to be named Transport Heritage NSW (THNSW). It is the amalgamation of the NSW Rail Transport Museum and the functions of ORH and Trainworks into this single new entity.

Transport Heritage NSW Ltd

Transport Heritage NSW (THNSW) is part of the Government Department's *Transport For NSW (TfNSW)* and four of the eight directors come from the RTM. They are:

- Andrew Killingsworth – *Chief Executive Officer – came from the RTM*

Board of Directors

- Peter Lowry OAM – Chair – *Appointed by the NSW Minister for Transport*
- David Ireland – Deputy Chair – *RTM Member Elected Director*
- Brett Fitzpatrick – Secretary – *RTM Member Elected Director*
- Howard Collins OBE – *Chief Executive, Sydney Trains*
- Tim Reardon – *Deputy Director General, Transport for NSW*
- Don Godden – *Appointed Director*
- Rod Caldwell – *RTM Member Elected Director*
- Ray Rumble – *RTM Member Elected Director*

THNSW is a not-for-profit, member-based organisation incorporating the activities of the former NSW Rail Transport Museum (NSWRM), Trainworks Ltd and the Office of Rail Heritage.

THNSW will receive funds from the NSW Government under a Funding Deed with Transport for NSW so that it can carry out its functions and responsibilities.

Support for the Independent Funding Panel – heritage transport sector grants and assets

When the Independent Funding Panel is established by Transport for NSW later in 2014, THNSW will provide administrative assistance to the Panel in its' work awarding Grant funds and in the allocation of heritage assets within the heritage transport sector.

Part of a press release dated 14 May about the new structure of THNSW is reproduced below:

TRANSPORT HERITAGE NSW

New organisational structure

- Supporting a stronger volunteer workforce
- Exciting new career opportunities

Transport Heritage NSW Ltd (THNSW) today unveiled its new organisational structure, laying the foundations for a strong, united team to deliver a bright future for the State's transport heritage.

The THNSW organisational structure has been designed to ensure a consistent and holistic approach is taken towards engaging the community and the wider transport heritage sector through a blended team of staff and volunteers.

The new organisational structure supports:

A secure business for the future

Three core groups have been created which reflect both our increased responsibilities under our funding agreement with Transport for NSW, as well as the capacity to develop new business opportunities that will create a more sustainable business longer term.

The three core groups are customer engagement, heritage and collections, and corporate resources. Three development areas including safety, people and members/relationships will also support these core groups.

A stronger voluntary workforce

Dedicated management and staff will provide encouragement, support and development to our 300 strong voluntary workforce – all working together as one team.

In addition, the THNSW board and management will regularly connect with volunteers through field trips, community and regional meetings, and grass-roots participation and management of events/activities.

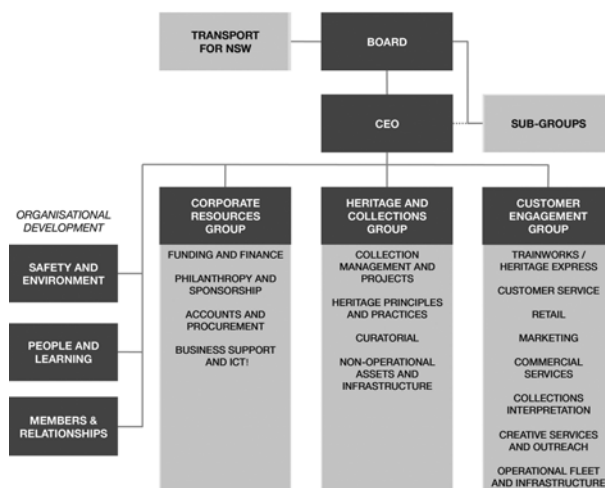
Meaningful engagement with the wider transport heritage sector

Specialist resources will be shared with the wider transport heritage sector in areas such as safety, volunteer development and cooperative community engagement opportunities.

One integrated and holistic management approach

THNSW incorporates the responsibilities of the former Office of Rail Heritage, Trainworks and NSW Rail Transport Museum. As a result, all three former management structures have been integrated into one new lean management team covering a broad spectrum of products and services, including Trainworks and Heritage Express.

Organisation Structure of Transport Heritage NSW



Further details can be found on their website:

<http://www.transportheritagensw.com.au>

THNSW will continue to build this website further as the organisation develops.

You will also find on the new website a series of Frequently Asked Questions (FAQs) surrounding a variety of topics including what is the future role of volunteers, how the THNSW board is structured and how THNSW will interact with other transport heritage organisations.

Protection of and assistance to smaller entities

From the *All Aboard - A Fresh Start for Transport Heritage in NSW* report, the following was noted on page 85:

Smaller entities will enjoy six-fold protection and assistance:

1. The Constitution of the new model will include clauses clearly and firmly providing for protection for the smaller entities, first in general, and then in specific terms. The specific terms will state that in the allocation of funds for restoration and maintenance, the smaller entities should receive a set minimum of the total of all funds for these purposes, whether generated internally by the entity or given as a grant for government.
2. The Funding Agreement between the Government and the new entity will also include similar clauses.
3. A panel independent of the new entity will assess the applications for maintenance and restoration grants and will make the allocation decisions. That panel will be guided first by the Constitution, then by the criteria established by the sector itself in a one-day workshop

early on in the proceedings. That workshop would be likely to take as a starting point the criteria already used by the ORH in its Custody Management Agreements. Consistent with the new professionalism prevailing in Transport Heritage NSW, the new criteria for obtaining a grant should include strong managerial competence. In other words, entities applying for grants will need to show the panel that they can manage the funds appropriately.

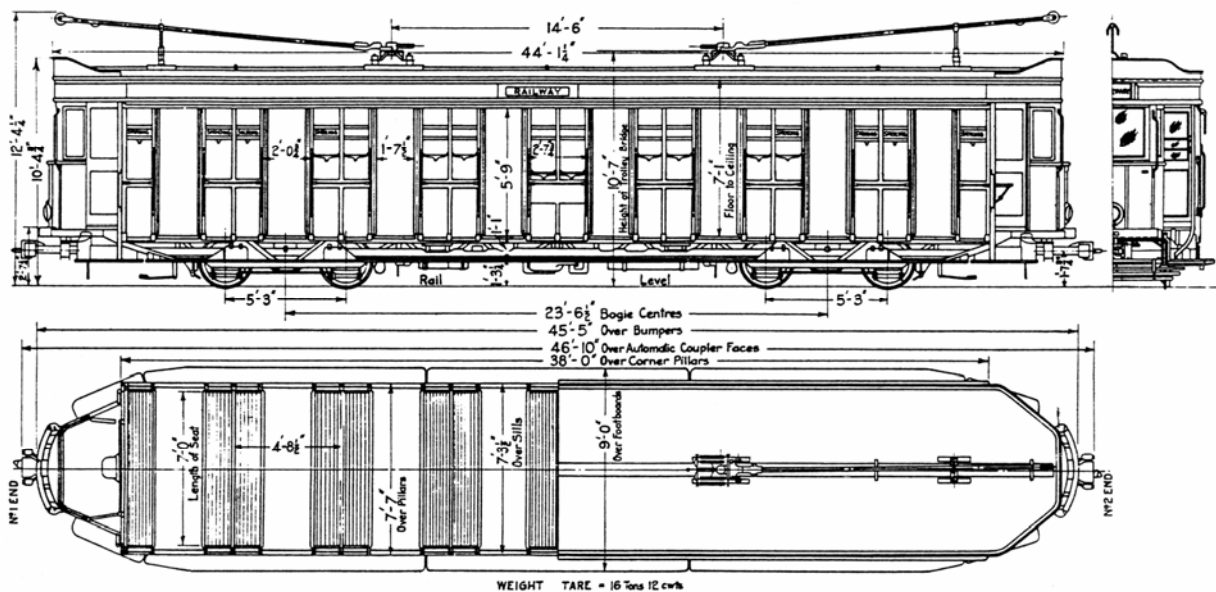
4. THNSW will also organise loans of rolling stock to smaller entities.
5. There will be a peripatetic Relationships Officer constantly travelling to all the smaller entities, listening closely to their issues, acting as their advocate in Sydney, and helping them with their grant applications.
6. The Asset Manager will have a staff member who also travels to the smaller entities and helps them with their safety compliance issues if needed.

References:

All Aboard! A Fresh Start for Transport Heritage in NSW Press Release – New Organisation Structure – issued 14 May 2014.

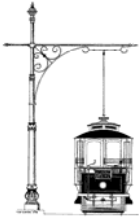
Rail Heritage Australia (NSW Division) membership:

- Albion Park – Illawarra Light Railway Society Ltd
- Armidale – New England Railway Inc
- Binnaway Rail Heritage & Preservation Group Inc
- Branxton – Rothbury Riot Railway & Steam Museum Group Ltd
- Broadmeadow Locomotive Depot Inc
- Broken Hill – Sulphide Street Museum
- Campbelltown – NSW Steam Preservation Co-op
- Canberra / Queanbeyan – ARHS (ACT)
- Casino – Pacific Coast Railway Society Inc
- Cooma-Monaro Railway
- Cowra – Lachlan Valley Railway Co-op Society Ltd
- Crookwell – Goulburn Crookwell Heritage Railway Inc
- Dorrigo Steam Railway and Museum Ltd
- Glen Innes – New England Railway
- Glenreagh Mountain Railway Inc
- Goulburn – NSW Rail Motor & Rollingstock Preservation Assoc Inc
- Goulburn Loco Roundhouse Preservation Society Inc
- Guyra and District Historical Society Machinery Group Inc
- Juneee – Regional Heritage Tourist Association - Juneee Inc
- Kurrajong – Transport Signals & Communications Museum Inc
- Kurrajong – Tourist Railway Association Kurrajong Inc
- Kurri Kurri – Richmond Vale Railway
- Ladysmith – Tumbarail
- Lithgow – Zig Zag Railway Co-op Ltd
- Lithgow State Mine Railway
- Loftus – South Pacific Electric Railway Co-op Society Ltd
- Maitland – Hunter Valley Training Company Pty Ltd
- Oberon Tarana Heritage Railway Inc
- Patterson – The Rail Motor Society
- Richmond Vale Preservation Co-op Society Ltd
- Robertson Heritage Railway Station Inc
- Sydney – 3801 Ltd
- Sydney – Australian Railway Historical Society (NSW Division)
- Sydney – Historic Electric Train Society
- Sydney Electric Train Society
- Tenterfield Railway Station Preservation Society
- Thirlmere – NSW Rail Transport Museum
- Valley Heights – Steam Tram & Railway Preservation (Co-op) Society Ltd
- Werris Creek – Australian Rail Monument and Rail Journeys Museum



NOTE. Max. wheel wear 27 5/16 to 23 1/2" 11"
 Max. bearing wear Axle Box 1" Bolster 1"
 Max. spring deflection Spring gauge 1/2" Axle Box 1" Bolster 1"
 Normal Spring deflection Axle Box 1" Bolster 1"
 Max. axle height reduction Car 1"
 Truck 1 1/2"

DEPT. OF RAILWAYS N.S.W. Electrical Branch		Passed	W.H. [Signature] 22.6.33 Chief Electrical Engineer	
"P" TYPE TRAMCAR OUTLINE ARRANGEMENT		Drawn Traced	F 34292	
Scale 1/2" = 1 Foot		Checked	A.K.H. A.B.	



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 WORKS

14 June 2014

Dear Members and Friends,

As you will see from *SPER News*, track work has continued north of Pitt Street, and is almost complete. Attention has been given to our north terminus area so we have a place for surplus concrete to be used. Major works have commenced inside our Pitt Street gate, which needs to be completed before we host the COTMA Conference in October. This may require the purchase of concrete to supplement delivery of surplus concrete. Army hill still needs reconstruction, and to date we have been unable to source concrete sleepers for this task, without significant expense.

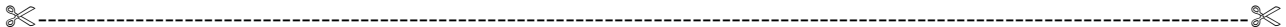
The YMCA building also needs to be progressed, and we are obtaining professional advice on future work stages, including the purchase and fitting of windows to the building. Tramcar restorations are ongoing and further funds are needed to complete construction of new bogies for P 1729.

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

We welcome the following new Friends to our ranks:

2809	Joulianos, Effie	Rosebery NSW
2810	Zumbo, Frank	Rosebery NSW
2811	Zumbo, James	Rosebery NSW
2812	Joulianos, Marina	Rosebery NSW
2813	Joulianos, Georgina	Rosebery NSW
2814	Parsons, Shane	Landsdale WA
2815	Kennedy, Jacob	Cronulla NSW
2816	Grainger, Natalie	Eastwood NSW
2817	Grainger, Matthew	Eastwood NSW
2818	Grainger, Riley	Eastwood NSW
2819	Grainger, Tiah	Eastwood NSW
2820	Grainger, Lachlan	Eastwood NSW
2821	McCutcheon, Robert	Catalina MSW
2822	Kark, Max	Engadine NSW
2823	O'Brien, Darryl	Cootamundra NSW
2824	Weismann, Alexander	Rockdale NSW
2825	Woods, Peter	Gordon NSW

Trams under the Stars

Attendances for this event, which took place on August 16, were considerably higher than on previous occasions thanks to some well-tryed and tested publicity. This unique experience commenced some hours before darkness fell to enable some services to operate over the National Park line. Tramcars 1497 and 728 carried good loads over the whole of the museum's tramway. However owing to inclement weather, we were unable to utilise our F type tram 393.

Bendigo 11 undertook several runs alternating with Adelaide tram 358. Despite a substantial downpour later in the evening, it proved no deterrent to the many visitors that trickled in during the evening. At closing time of 9:00pm we still had many visitors and photographers on site taking advantage of night time photography in the rain and the last trips in 728 and 358. Adding to the atmosphere was a special lighting display mounted on the façade of the YMCA building.

This rather stunning light show was organised by Stephen Johnson of Light Bureau Australia. Stephen was assisted by students from Sydney University who were undertaking an illumination design course.

Stephen sent the editor this account of their activities:

Seemingly out of context in this urban bush land setting the imposing façade tweaked with me as an opportunity for playful experimentation in façade lighting. The façade is currently lit traditionally with sodium vapour floodlights. I was keen to orchestrate a different looking façade for the museums planned 'Trams under the Stars' event. I was enchanted by its potential for re-imagination and the dream of re-living childhood night time memories of the glorious white flash of sparking tramways. Given the limitations of a no-budget project, aerial access to the front of the facade was out of the question. It was night, it was predicted rain, and with my predilection for B grade movies, the Hammer horror house was born. (See video at <http://youtu.be/BGBOL3LRO8I>)

The decision was made to go with tungsten halogen, but testing of the MR 16 50 watt diachronic globes revealed colour differences due to the variances of the aging reflectors. To ameliorate this we added colour temperature orange gel to lower the lamps CCT to around 2900K. These were then fixed to each window sill. Light spill was controlled by using black aluminium foil to try and keep unwanted light from hitting the concrete floors that pass through the middle of the windows. It was also necessary to cover the luminaire opening from view as the highlight / glare created unwanted contrast and was a distraction to the eye.

To create the white sparking flash I mounted two atomic 2K strobes that were triggered as the tram rattled past. The best viewing position was from the Princes Highway and the strobe flashes on the building were reported to startle the passing motorists.

Thanks to Finbarr at Factory Lighting, John O'Donohue Electrical Services, Callum @ Erco and Sue Theron for their help.

Thanks for a great experience albeit a bit wet.

Some excellent night time images of trams arriving and leaving were captured passing this amazing light show. Coupled with our street lighting, the sight of trams travelling along the roadway in the rain and disappearing down the track certainly created an experience for our visitors and members alike. We would like to thank all those members who worked behind the scenes and crewed the various trams, all of which contributed to a very successful event.

Coming events

Saturday, 29 November 2014:

ANNUAL MEMBERS AND FRIENDS DAY.

This year's Members Day is being held earlier than usual to coincide with a visit to the museum by volunteers and friends from Transport Heritage NSW (formerly Trainworks and previously the NSW Rail Transport Museum). Our visitors will be arriving at Loftus by train at around 1:00pm. This event will require extra trams than normal to transport the large contingent to the Royal National Park.

We are anticipating a higher than average attendance from our own membership at this event as it is a rare occasion that we can participate in an function with such a large kindred organisation.

There will be no barbecue provided this year as this is an early afternoon event.

Sunday, 22 February 2015:

SYDNEY VINTAGE TRAM FESTIVAL.

The planning for the 2015 Sydney Vintage Tram Festival is now in hand. There will be a slightly different theme for next year's event which will include extended opening hours and special tramcar operations. Further information will be available in the next *SPER News*.

Traffic operations

Les Coghill has returned to traffic duties and successfully completed a refresher conductor course with Bob Cooper, our Conductor Trainer. Les made himself available during the school holidays on a number of days.

Scott Curnow has successfully completed his written and practical driving tests and has been appointed as a driver by the board effective from Saturday 4 October. Congratulations Scott.

Traffic staff are reminded that they must be financial at all times when undertaking traffic duties. This is an insurance and legal requirement.

Attendees at the Traffic meeting held in August decided to have the starter's cabin moved to a new position next to the kiosk. It was moved on 27 August and it has been found that this is a much improved arrangement.

It has also been suggested that the starter's cabin at the Pitt Street gate be moved across Tramway Avenue to between the waiting shed and the YMCA building. This should reduce the incidence of vandalism by people throwing items at the glass windows and also be more convenient for the traffic staff OICs.

The Bundy clock at the front gate has been without a clock face for some time. Recently member Don Chandler modified the internals and, with assistance from Vic Solomons, fitted a new clock to this historic item, once commonly seen on the streets in tramway days. Many thanks for your efforts Don and Vic.

Sunday operations on 17 August were carried out in very wet conditions. Despite the weather we had a group of four Japanese enthusiasts at the museum. Our reporter is not sure they spoke English but they had fun despite the rain. Surprisingly, we also had a family group from the USA who spent some of their limited time in Sydney with us.

Track and associated work

Works have continued on several fronts since our last report. The relaying of the eastern track from Pitt Street through the front gate and extending some 25 metres uphill towards the scissors crossover has been completed. This job commenced with the lifting of the rails in May followed by the lengthy and tedious descaling of rust and clay from the rails which were recovered for reuse. The roadbed was excavated by David Cannini with his machines working in tandem with our yellow Daihatsu tip truck. The rails were aligned and levelled and the joints and steel sleepers were welded.

New track drains fabricated by Mike Giddey replaced the old grated drains at the front gate. Steel was welded to the sides of the rails to simulate grooved rail and concreting was carried out using mostly surplus concrete

although 8 cubic metres was purchased on 6 August to concrete the 'six foot' area between the two tracks. This followed trenching by David the day before to lay electrical conduits along the 'six foot' for future use.

Scrubber car 134S scrubbed the re-laid track on 20 August and it was handed back to the Traffic Department for use from the following day. Since then concreting of the 450mm wide side strips has been completed while on October 3 Danny Adamopoulos picked up two tonnes of hot mix from Seven Hills with our yellow truck. This was laid between the side strip and the gutter through the gate area with the remainder used on the side strip of the western track near the Railway Square waiting shed. The following day David Cannini refilled and levelled the rest of the 'six foot' to complete the works at that location for the time being.

At the Northern Terminus some welded track was set up to take surplus concrete once the gate area was completed. On 27 September David Cannini extended the excavated road bed for the eastern track up to the middle gate, a short distance beyond the end of the western track. Conduits have been laid under the track bed between several pairs of span poles for future street lighting. David also excavated the road bed from the double track concreted crossing back down the hill to the site of the future Rawson Loop South points.

On the same day Ausgrid had a small army present with cranes, cherry pickers and post hole borers to replace two poles in the rail corridor and their wires across the Illawarra Railway during a service shut down. North Terminus became very busy indeed but we all managed to keep out of each other's way.

David moved some very large rocks on October 4 and placed them to build a retaining wall in the south eastern corner of the northern yard and backfilled and levelled the area behind the new wall near the metre box. He then dug a trench and backfilled it after more conduits were laid for a future negative feeder down to the location of the points. Two more rails were then positioned to extend the eastern track northwards.

The grass strip in the 'six foot' north of the Pitt Street crossover became a very boggy during the recent wet weather as it was located right where the traffic crew alight from trams to change the facing points. It was excavated

and concreted on 24 September. The open area beside the Railway Square points also received concrete but cannot be completed until further conduits are laid.

With the need to move trams into the new Loftus Junction shed becoming urgent, the curved track panel in front of the western door was lifted out of the way on 5 August to allow David to lower the filled area to get a better grade. The track panel was replaced four days later and was fish-plated on 17 September.

Mike Giddey has made a new ramp to transfer trams from the National Park line to the temporary track into the new shed. It is not as steep as the old ramp and being made from 71lb rail can be fishplated to the rails on the temporary track making it much more stable than the old ramp. Further work will resume on this job now that the school holiday traffic operations are over.

During August and September a further 17 timber sleepers were replaced on the Sutherland line near Poles 315 and 317.

Overhead work

The joiner to retension the eastern track in Tramway Avenue is complete and ready to be installed. It will be done at a suitable time on a non-traffic day. At the same time Glenn Killham will look at adjusting the Railway Square Junction frog pan.

The new side arm brackets to be installed on the replacement poles on the Sutherland and National Park lines have been completed. Replacement poles 129, 333, 351 and 353 were installed by Smalls Power Poles on August 5. The redundant side arms will be overhauled for future use. The old poles will be removed by Engadine Fire and Rescue for use as firewood.

Glenn will be making a start on additional pull-offs for the Park line commencing with the curve near the No.2 sub-station now that the line is back in action. He has sourced two sample pull-off arms from John Holland Rail and one has already been installed on the National Park line to see how it performs. We may need to consider designing / acquiring / manufacturing suitable pull-off arms for this work that are pantograph compatible.

Glenn has also been in contact with Proweld Engineering in Sydney regarding suitable pull-off arms as they are the manufacturer of the

overhead equipment used by RailCorp's overhead people.

There is a problem with dewirements near pole 21 at Railway Square Junction. The frog pan at this location was adjusted during the month and is being monitored. However, Brisbane 548 still dewires at this location and the overhead frog will need to be moved north.

Preliminary design work is under way regarding the overhead at the new North Terminus. It all depends where the new points end up. It's a bit hard to properly plan this until we see where the points are going.

Tramcar news

Sydney R 1740:

Work on the repainting of 1740 is nearing completion with the final coats of green and cream having been applied. Joe, Ian, Peter and Michael have worked over the last few months to ensure that 1740 is returned to service in its original 1933 livery complete with numerals in gold leaf.

The interior of 1740 is receiving attention as well with seat replacements required in a few cases. The wooden drop centre seats are being revarnished in addition to repainting the ceiling. It is anticipated that the work on this tram will be completed in time for our annual members' day.

Sydney P car 1729:

P car 1729 was moved initially to the back of Road 4, its place in the workshop being taken by AEC bus 2619 which moved from Road 10 to 9. The P car has since swapped places with O/P 1089 and now resides at the back of Road 8. Geoff Spaulding has moved down the south coast and will work on 1729 for several consecutive days each month instead of travelling up each Saturday.

Arrangements have been made with the Tramway Historical Society, Ferrymead, for them to continue the construction work commenced by Andy Rowe on the pair of new trucks destined for PR1 1573. THS are in the process of completing construction of a pair of Peckham trucks for their restoration of Hills car 24. Once finished, their will be free to spend time on these trucks for us, which we trust will be ready late in 2015. Meanwhile 1573 remains protected under tarps in Mario's yard, blocked in by several other vehicles, and arrangements will be made for its return to

Loftus once progress towards finishing the other truck for it are well under way.

Sydney C car 37:

Rod Burland is painting the final coats on C car 37 after a major effort to thoroughly prepare all surfaces to get a first class finish. The seats and bulkhead panels were temporarily refitted in time for the COTMA Conference. The bases will need to be removed to allow for installation of equipment. Steve Lea from Christchurch Tramway visited during COTMA, and arrangements have been made for him to visit STM a couple of times in the new year, to fit mechanical and electrical equipment to the car., assisted by Rod. The car is definitely wanted in Christchurch in the latter half of 2015, when the first stage of the extension is opened around July 2015.

Ballarat 37:

Ballarat 37 had been bumped out of the workshop some time ago for other priorities and has resided at the rear of Road 4. Frank, Max and Mike had been rewiring the light circuits in that awkward location until a reshuffle on 30 August saw it back over the workshop pit on Road 10. Craig Parkinson steam cleaned the decades of dirt and grime from the underside of the car to facilitate the rewiring efforts.

Century old cabling with perished insulation has been stripped out and new plastic cable purchased for C 37 and P 1729 is being used for the time being. About \$2,000 need to be raised to replace this, as the cost for Ballarat 37 was not budgeted for. The choke coil from the roof has been rewound. The timber cleats that support the trolley bases had oversized bolt holes. These have been filled with glued dowels for redrilling. Ballarat 37 was rolled out onto the traverser on September 24 so the pit could be thoroughly cleaned.

Recent activity in relation to the current rewiring of Ballarat 37 has uncovered further evidence of the well documented travels of this particular tramcar. Among some items unearthed by Vic Solomons were some very early MMTB tram tickets which appear to predate the 1940s.

During the repainting process in 2009, evidence emerged of earlier colour schemes from Geelong where 37 ran for several years

as car 35. Also further scraping found MMTB green paint and the very early chocolate scheme dating from about 1925.

A reminder of its first years in service as part of the fleet of the Hawthorn Tramways Trust trams is identified by the emblems on two interior doors. A few step plates still show the builder's name 'Duncan and Fraser Adelaide'. On some of the bulkheads one can plainly see the number '1' from its days in Bendigo, which has been partially scraped off.

A peculiar feature that was only in vogue in Ballarat was the removal of two seats in the drop centre area to create space for prams. The current restoration will leave this area as is. In April 2016, car 37 will celebrate its centenary. It is anticipated that a special unveiling ceremony will be organised to mark the occasion.

Melbourne grip car 322:

Cable grip car 322 finally received its new seats from the joinery shop. Our joiner, Ross Traeger, fits in our work around his other commercial business, at a good price. Nevertheless some \$7,200, including GST from unallocated donations was needed to cover the cost of these seats, which are beautifully crafted from the rotted samples he was given as templates. The new side seats have been fitted by Warren, Terry, Bob and Rainer while the platform seats are a work in progress. The car was moved from Road 14 in the Top Shed on 30 August to share Road 9 with bus 2619. The reconstructed roof frame was trial fitted to the car using one of the workshop overhead cranes on 24 September. The new roof end bows have also been fitted. The trial fit was to ensure that all supporting posts were correctly aligned.

Adelaide H 358:

H car 358 has been behaving badly lately with a burnt out compressor motor field coil requiring replacement with a refurbished Sydney unit on 9 August. The next problem was a failed air operated door piston repaired on 10 September, followed by a major air leak a week later.

Richard Clarke reports the energy consumption for our Adelaide H car on one return journey from the Railway Square waiting shed to the terminus at The Royal National Park on 16 July 2014 was 16kWh.

At about 35c per kWh (an average cost) this would be about \$5.60 for the return journey.

Other:

Mick Duncan has been converting self-lapping brake valves to left handed application for the W7, Y1 and scrubber 11W so they can be fitted to those cars soon after arrival.

A defective compressor governor on 99U was repaired.

Paint shop

Thanks to the efforts of Howard Clark, the museum now has ample supplies of Navy Dressing courtesy of Pichi Richi Railway in South Australia, who has access to the original SAR formulas. This was a number of years ago obtained locally until the business was sold and the exact formula lost, then temporarily prepared by a paint company in Victoria, who elected to no longer prepare this. The navy dressing is an important ingredient in the preservation of timber tramcar roofs. Sydney R car 1740 and Melbourne Y1 car 611 will be the first two trams to have their roofs treated.

Motor vehicles and miscellaneous

AEC bus 2619 had its new fluid flywheel and tail shafts fitted by Craig Parkinson and on 21 August was driven to Kirrawee to collect the new skirting panels from the sheet metal works there. These panels have since been riveted in place and allowed the seat frames to be refitted. New kerb side window safety bars have been fitted upstairs and the destination boxes have been glazed and rolls installed.

On 16 August Chris Olsen and Craig prepared tower wagon 3 and the Matador for display at the annual Motorfest event at Eastern Creek the following day.

A major clean-up of the workshop saw the Matador and bus spare parts moved to a storage container.

The Broomwade air compressor was steam cleaned by Craig on 21 June and after a thorough checking was started on 19 July. It ran perfectly after decades of disuse and outside storage. The roof covering was considered to be beyond repair and is at a sheet metal works in Wollongong for duplication. These units were a feature of the Sydney Tramways way and works and will provide a more than adequate air supply for

works at the museum. Craig fabricated a new A-frame tow bar for the compressor as the old one was badly bent. He has also obtained on eBay a pair of genuine makers plates inscribed 'Broomwade, British Made'. Further work will involve a repaint into its original maker's dark green colours.

Gardening and Grounds Group

Ian MacCowan has planted grass along the strip adjacent to the western footpath in Tramway Avenue, which has improved the appearance of this area.

COTMA Conference

Sydney Tramway Museum and the Steam Tram & Railway Preservation Society at Valley Heights played host to a very successful conference held between 9 October and 14 October, with delegates from most COTMA museums around Australia and New Zealand in attendance.

In addition to presentations on behalf of museums, we had presentations from outside parties, including Howard Collins OBE, CEO Sydney Trains; Peter Lowry OAM, Chair of NSW Rail Heritage; Jeff Goodling, Project Director for Sydney Light Rail, Transport for NSW and formerly with MAX Light Rail, Portland, Oregon; and Dennis McManus OAM, who before retirement for 25 years was Senior Heritage Officer at the NSW Heritage Office. Tim Borchers, formerly from Bendigo, and now Deputy Commissioner for Public Works, Streetcar Executive Director, City of Atlanta, provided two presentations via video link and skype on the subjects of the new Atlanta streetcar and a report on the fires in two Memphis former W2 cars. Tim had booked to attend, however at the 11th hour all executive leave in Atlanta was cancelled and hence the need for the video presentations. Our longstanding member, Noel Reed, also gave a presentation on the subject of Sydney tramway signalling.

Delegates enjoyed an outing to the Sydney Tramway Museum on Saturday afternoon, a trip to Valley Heights loco depot for lunch and steam tram rides and to Katoomba on Sunday, trips on the light rail on Monday morning, followed by lunch on board *South Steyne* at Pymont and a harbour cruise on MV *Proclaim* taking in many of the areas where trams and ferries met.

David Critchley and his team are to be thanked for planning and organisation of the conference, Marina Clark for hosting the accompanying partners programme, and to ST&RPS members for their hospitality on the Sunday. Our traffic staff did a great job on the Saturday.

The Sydney Bus Museum is thanked for providing transport to and from Sutherland on that day, and to Sergio Fiorenza who returned people to the city in his ex-London Routemaster bus.

Martin Pinches also needs thanks for group photos at Loftus, and Scott Curnow for assistance with note pads for the conference.

General news

Our long serving member, Richard Jones has again demonstrated great sign writing skills with the completion of two new Adelaide destination rolls which have since been placed in H car 358. The new rolls are copied from an earlier one which dated from c1943.

Dick is continuing his destination roll efforts and is now working on a 1913 North Sydney symbol roll. His next effort will be a 1934 Newcastle side roll.

Richard Clarke completed his annual inspection of our various fire services and submitted his certifications to the Council and to the NSW Fire and Rescue service as required by law. A number of portable extinguishers were replaced with new units as it is now cheaper than having old ones recharged.

Our resident archives officer, Tony Cody, has been continuing his work behind the scenes. Tony is currently scanning memos to Military Road, Tempe and Rushcutters Bay car sheds and has found many interesting items. He is also continuing the digitising of images as they become available, now having completed some 43,400 images, mostly of Sydney and Newcastle trams but also interstate and overseas trams. Images of some railway, bus and other transport modes have also been scanned. Continue the good work, Tony.

Contributors to this issue

Michael Giddey, Howard Clark, Glenn Killham, Ian Hanson, Vic Solomons, Martin Pinches, Stephen Johnson.

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

A HAPPY CHRISTMAS TO ALL

We welcome the following new Friend to our ranks:

2826 Levy, Todd, Waterloo, NSW

We welcome the following new Shareholders to our ranks:

685 Stahr, Bernard Kensington, Vic

686 Curnow, Scott Mount Colah, NSW

Scott has transferred his membership from our Friends group.

Traffic operations

Christmas and School Holiday Operations:

The Museum will be closed on Christmas Day and Boxing Day. The Museum will be open to the public with trams operating on:

December: Sunday 21st, Wednesday 24th, Sunday 28th, Wednesday 31st.

January: Thursday 1st; Sunday 4th, Wednesday 7th, Sunday 11th to Friday 16th inclusive, Sunday 18th to Friday 23rd inclusive, Sunday 25th, Monday 26th.

Group bookings have largely recovered after our months without the National Park line. Sixteen bookings had already been made for 2015 before November had ended – a first!

A Central Coast coach company has booked four tours between January and April and a Beverley Hills school rang the Museum just two days after their first visit to arrange another for next year.

The biggest group booking for many years, though, has to be the passengers arriving on Transport Heritage NSW's Santa Express steam train. David Bennett was an invaluable contact here and he was the organiser for the day. Coupled O cars 805 and 1111 ran the first trip with a full load of nearly 200 passengers and when they got back, the 2nd division ran, with R1 2001 and P 1497. Hayden organised the special crewing for these trips. Vic Solomons' popular pre-loved book stall and our two regular retail outlets, Frank in the bookshop and a relay team of workers in the kiosk well stocked by Peter Kahn, returned a handsome income of well over \$3000, helping a recovery of what had been, financially, a lean year. And to ensure our mass of visitors were looked after, Kate Strancar and Don Campbell were in the Display Hall fielding questions and making our visitors feel welcome.

The day ended with rides on various trams for restoration team members, infrastructure workers and traffic team members and, pleasingly many able to include their families. One grand-daughter at five

months old was brought along for her first tram ride! A good supply of sausages and salad was laid on by Frank and some other friends. A pleasant afternoon for all attending.

A new uniform for traffic staff, consisting of navy blue shirt, maroon tie, black trousers, blue/black cap and cap badge, was introduced from 1 October 2014. The previous brown uniform items were almost impossible to obtain any more.

The Traffic team's solid adoption of their new uniform has given Tramway Avenue something of a new look.

Ian Heather was able to source the tramway caps at a better price than has been managed for years and found a producer of replica badges to go with them, plus an excellent match to a deep red tie which gave tram crews of old something of a professional look. Hayden Holmes and Bob Cooper tracked down supply for shirts and trousers. They are keen to acknowledge Wayne, Manager of Lowes at Shellharbour for the significant discount he was able to arrange for the uniform items.

The concept of a uniform reminiscent of that worn in the latter years of Sydney's trams was proposed at a traffic meeting a few years ago by David Critchley.

Events 2015

A meeting to discuss and begin planning for 2015 Museum Events will be held at the Museum on Saturday, 7 February, 2015 from 2:00pm.

If you are interested in planning and preparing for our special events, please come along and share your ideas.

Track and associated work

The eastern track at the northern terminus has been extended to the middle gate of the northern compound. Joints and steel sleepers have been welded and formwork placed as concreting progresses. Some hand excavations have been necessary to provide sufficient concrete cover to steel to prevent rusting. Rails have also been placed and welded to extend both tracks south from the original concrete crossing at the top of the hill back to the gate across the tracks. Old rails have been cut up for use as steel sleepers and for another track drain.

Works Manager Danny Adamopoulos has decided that the right hand Sydney points built some years ago outside the Railway Square waiting shed and now stored at the northern terminus are to be used in a future run around loop at National Park Station and that Melbourne points will be used at the south end of Rawson Loop.

A pair of right hand Melbourne cast blade units have been placed near Depot Junction to be descaled and to have all the mechanisms cleaned and lubricated. A new cross box, point rod and socket for point bar operation will need to be made.

On 18 October a cracked point blade on the Road 2 points was replaced before it failed completely. The opportunity was taken to thoroughly clean out the point pit at the same time.

Our yellow tip truck has again taken on the role of ballast motor 42s by carrying the welding and oxy cutting gear as there is presently no rail access to the north terminus.

Overhead line car 99u has been engaged to clear encroaching tree branches along the Sutherland line and to adjust several troublesome overhead frogs.

Overhead work

The museum has taken delivery of 70 railway style overhead pull-off arms for use on the overhead along the Royal National Park line. They are pantograph compatible. These were sourced from Proweld Engineering and were offered to us at a discounted price. Proweld is the company that fabricates overhead line equipment for Sydney Trains.

Our overhead department intends to install these arms along the National Park line to better align the contact wire above the track on the curves. Many of the curves on the line have never had sufficient pull-offs from the time the wire was erected in 1993, causing wear on the wire and trolley wheels.

An order has been placed with Austbrek in Melbourne for the manufacture and supply of six frog pan assemblies, (three left hand and three right hand). They anticipate the order will take from six to eight weeks to complete. These will allow conversion of the scissors crossover and also allow spares for future use at the northern terminus and the secondary operations building.

It has been quite busy in the last month with the following work being undertaken:

On 28 October, the eastern (Down) track was tensioned by removing approximately 300mm of contact wire and rejoining at pole 15. This has remarkably improved the sag in the wire over the Down track all the way from Pitt Street to Depot Junction. The Railway Square frog pan near pole 21 was moved 250mm northwards to improve the tracking of trolley poles on trams travelling northward onto the Up track. In conjunction with this work, the western track at Railway Square was also re-tensioned and pulled through the frog pan. After some further adjustments on 8 November, all available cars were tested through the pan and worked OK.

Unfortunately, W2 249 still played up by taking the straight contact wire instead of the curve contact wire. This is possibly caused by a suspect trolley wheel which will be replaced by the workshop crew to try and rectify the problem. If W2 249 works after the wheel is changed, Glenn is confident that the Railway Square frog is now fixed and the main source of dewirements will have been eliminated.

Also on 8 November, kinks in the contact wire were removed near pole 301, 307, and six others on the

National Park line. Various kinks on the depot main were also removed.

An overhauled Sydney frog pan was placed on the South West points of the scissors crossover. This pan was overhauled by Bill Parkinson, who found it on the roof of the Birney car as a result of a dewirement months ago! The old pan taken down was beyond its useful life and scrapped.

On 12 November, the Cross Street frog on the Down track was readjusted by moving it about 25mm west. Some cars were dewiring at this location but this has now been rectified.

Now that the problem with Railway Square frog seems to be fixed, work will concentrate on transferring the overhead onto the new poles on the Sutherland (3 to do) and National Park (1 to do) lines. Glenn has the side arms ready to go for this job. The old side arms will be overhauled for future use.

Special mention must go to Bob Cooper, Hayden Holmes, Scott Curnow and Shaun Hopkins who all helped out with the overhead and without their efforts, this work would not have been possible.

Tramcar news

Sydney R car 1740

This car is close to having its repainting completed. Joseph Spinella has applied gold numerals as it had when it entered service in 1933. It is looking rather good!

Ballarat bogie car 37:

Frank, Max and others are making progress with the rewiring of Ballarat bogie car 37. Most of the light wiring is complete. New plastic ducting has been fixed under the floor to carry the traction wiring which should commence soon.

Brisbane Dreadnought 180:

This car has experienced some brake problems and Mick Duncan carried out remedial work.

The workshop team solved the problem and car 180 has returned to service. For the time being it is restricted to the Sutherland line.

Melbourne grip car 322:

Warren, Terry, Rainer and Bob have continued framing the roof ends on Melbourne grip car 322. A quantity of freshly milled roof boards has been obtained to clad the roof once the framing is complete.

Sydney C car 37:

Rod Burland is continuing work on Sydney C 37. The seats have been refitted and external painting is progressing.

Sydney P car bogies:

Arrangements have been made with the Tramway Historical Society, Ferrymead, to continue the fabrication of the new bogies for **P 1729** and the refurbished truck frame ex-Seashore Trolley Museum (used as a pattern), to give us a pair for **PR1 1573**. This work is expected to be carried out during 2015 and funds of up to \$50,000 will need to be raised to cover the costs involved.

Surplus W2 cars, et al:

In the week preceding the AGM in August, STM and Bendigo Tramways and Mario's transport company, Australian Train Movers were approached by the Australian representative of an off-shore property developer to make available a numbers of cars to operate on a line approximately 5km long to connect two properties under construction overseas. Howard Clark visited Bendigo on 22 August for discussions there, and next day the representative from Melbourne, visited Mario's yard where he inspected our **W2 392** and the body of **447**, which is in good condition, without equipment. He also visited the old site to see somewhat derelict **SW2 432** with Richard Clarke. He also inspected a couple of cars in Bendigo, with the possibility of cars being restored in Bendigo before disposal.

Subsequent to this visit we were asked about the potential availability of an H car, as he was particularly impressed with 358 sitting on the depot fan. This was 'off limits', however he was aware of an H in Mario's yard, and another in Bendigo, as well as our **H 357** in outside storage. He asked STM to nominate a price for 357, and was advised this would need to be referred to the Board. The Board has resolved to seek the views of members, before any decision can be made. Bearing in mind the space limitations and the possibility of a substantial sum being available to help fund other projects, such as the YMCA, track on Army Hill, or another storage building, members' views are urgently sought. Of course, there is a very real chance this whole matter will falter as often happens with such exploratory projects.

Potential tram moves

The following imminent moves place a greater burden on storage space and criticism from some who helped fund our new shed that rubber tyred vehicles should be housed elsewhere in their own shed.

Sydney R1 1995 at Rozelle:

The developer of the former Rozelle tram depot, Mirvac Group, is required to retain R1 1995, the last car to run in Sydney, in the building. They have now reached agreement with Bendigo Tramways for the body to be restored there, and it is expected to make the move around mid January. STM has formally transferred ownership of 1995 to the company, in a similar way to the other two de-accessions from the site, Sydney cars R 1753 and R1 2050.

Melbourne Y1 611:

Car 611 is nearing completion in Bendigo, with the last coat of roof navy dressing applied and bell cords and bells fitted. Bendigo is short of space and will need to agree to the extension of time. It is proposed that 611 will be a 'back load' direct to Loftus following delivery of 1995. For this to occur, the Board has agreed to the move of trams **Kalgoorlie 22, 93u** and **Brisbane 71** to our new shed.

Trams at Hawthorn:

STM has two trams at Hawthorn, **Berlin 3007** and **Milan 1692**, which have been on display there for more than 10 years, since they were used in Melbourne

as part of the Moomba festival and 1692 on a couple of other occasions. Unexpectedly on October 3 we were given rather short notice that these were to be moved by 31 October, to make way for a couple of trams at Preston, due to works there. It is understood some complications concerning moves in and out of Hawthorn have since emerged, which have delayed this move for the time being. However there is no doubt it has been determined that Hawthorn is to be available exclusively for Victorian trams only. It is only a few months ago that STM supplied historical data and photos for purposes of enhancing the display of these two cars, hence our surprise when the latest advice was received!

Melbourne cable trailer 589:

As many are aware Melbourne cable trailer 589 been trashed by vandals at the old site and pushed off the tracks at the doors with one pair of wheels off the rails. It has not been possible to mount a rescue due to recent wet weather and an inability to gain road vehicle access. Security at the old site is now non existent as iron sheets have been peeled back or cut to allow free access. Consideration is being given to securing the building with a new secure outer shell; however funds need to be raised to achieve this. At present the shed is home to a 'reserve' collection comprising three R, one N, one K, one SW2, the cable trailer, and unique six-window C12, along with two double deck and two single deck buses, and the 1937 Albion bus chassis.

Trams at HPOTS:

The remnant collection, inherited from the defunct Newcastle Tramway Museum, remains in open storage, along with the two ex-Waverley Council cars R 1798 and R1 1980, both of which have protected iron roofs. Arrangements were made with HPOTS management to pay for slashing the vegetation around the tram bodies. Most are in a poor state, and a meeting has been held with management as a first stage.

The Board has approved the deaccession of the three L/P bodies inherited from Newcastle Tramway Museum, Nos 257, 298 and 341, along with remnant W5 745. HPOTS may utilise some of the underframe components for their own purposes. The remaining cars will be reviewed in the new year.

Motor vehicles

More problems have been experienced with the AEC Matador. First the generator required rebuilding. The trip to Eastern Creek for the annual Motorfest event disclosed serious problems with the brakes. The front brake drums were found to be so worn and heat distorted that new drums were cast at a Kirrawee foundry. These are currently being machined in Wollongong to match the wheel hubs. With new oil seals in the hubs this should rectify the problems.

The movement of three trams to the new Loftus Junction shed has been delayed due to the problems with the Matador which is to be used to winch the trams over the temporary track and into the new shed.

Gardening and Grounds Group

The grounds are maintained by Andy, Ian, Eva and a CSO worker, and Katie keeps the facilities clean.

Safety Management System

The Sydney Tramway Museum has been asked by François Gaudette from the Canadian Railway Museum to assist with their Safety Management System.

Whilst the Canadian Federal or provincial regulations covering Exporail, the Canadian Railway Museum, do not yet require them to maintain a Safety Management System (SMS) they have begun the process of assembling the necessary documentation. They searched the internet and found our SMS documents. The SMS is mandatory for the railways in Canada since 2001 and they feel that it is just a matter of time before their museum will be required to produce its own SMS.

The Canadian Railway Museum operations at Exporail are the streetcar ride, passenger train, John-Molson steam locomotive (a replica of an 1848 engine) and the 7.25 inch garden train ride. Exporail is located on the outskirts of Montreal.

Currently all documentation originating from the museum is written in French and then translated into English. So far, of the 80 or so documents covering their streetcar operations, only two have been translated to English, so they were looking at trying to speed up the SMS process by basing their SMS documentation on ours. We have sent them a CD of our procedures which are in Word and Excel as the documents on our web site are in PDF format and not easily modified.

This is not the first time we have had requests to use our SMS documents as we had a request a few years ago to use the PCC manual developed by Bill Parkinson.

What is Exporail?

The Canadian Railroad Historical Association (CRHA) is a non-profit volunteer organisation founded in 1932 which owns and operates Exporail, the Canadian Railroad Museum.

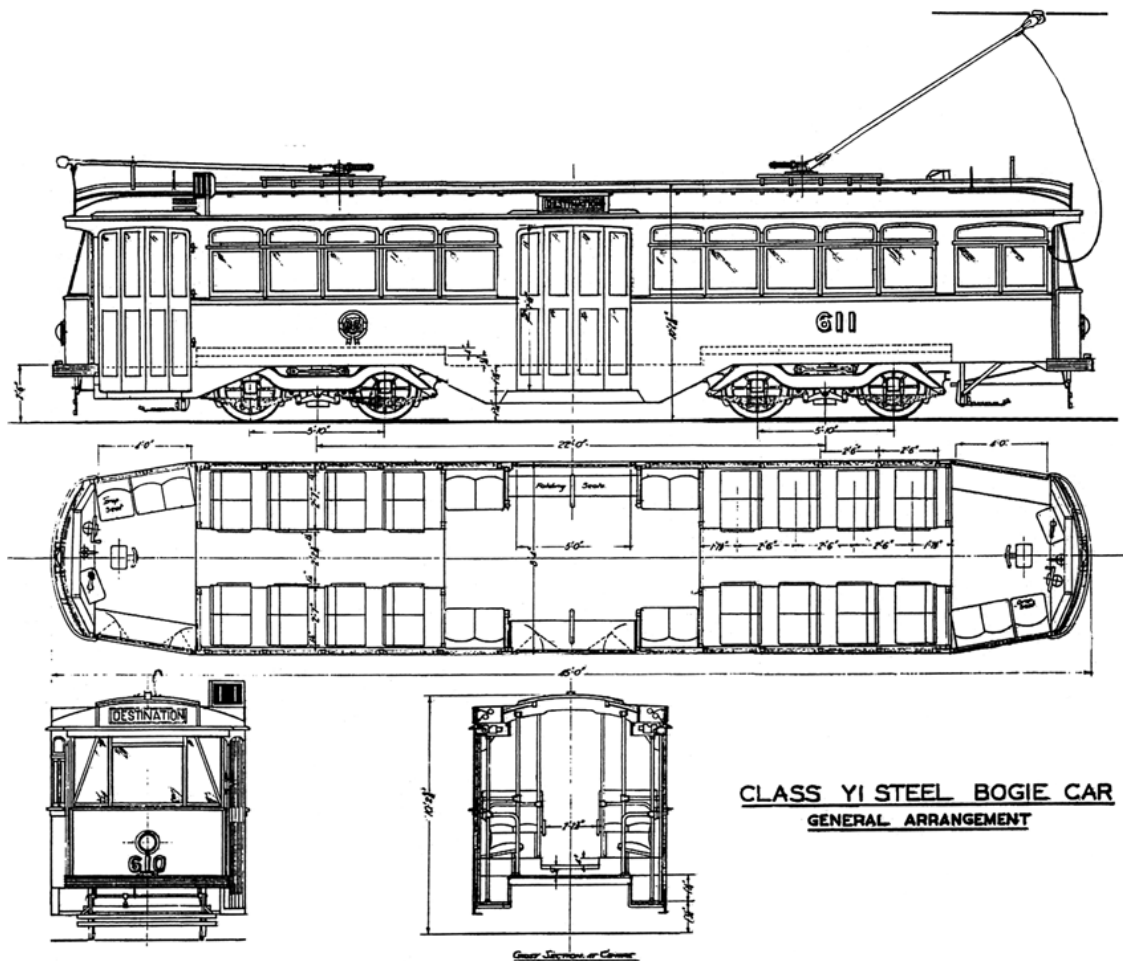
Exporail was founded in 1961 by the CRHA which counts close to a thousand members and eleven divisions throughout Canada.

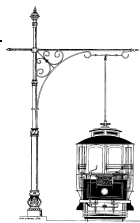
In 1978, the Government of Canada named Exporail as Canada's specialised railway museum. In 2007, Exporail asked the Government of Canada to recognise it as Canada's National Railway Museum, That same year parliament passed a motion to that effect. Since then Exporail has worked to have the Government of Canada carry out this parliamentary motion.

The collection includes eleven trams (nine from Montreal and two from Ottawa) plus two under restoration, and two interurbans (one each from Montreal & Southern Counties and London & Port Stanley).

Contributors to this issue:

Michael Giddey, Peter Kahn, Ian Saxon, David Critchley, Martin Pinches, Hayden Holmes, Peter McCallum, Howard Clark and Glenn Killham.





SYDNEY TRAMWAY MUSEUM

Owned and Operated by the Volunteers of the
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5 December 2014

GIFT APPEAL – CAPITAL WORKS December 2014

Dear Members and Friends,

In recent months our track work team have made great progress in completing concreting the double track from the crossover, north of Pitt Street (including the eastern track layover siding), and inside our main gate, using both surplus and purchased concrete. Work is ongoing at North Terminus to take advantage of surplus concrete deliveries.

Army hill still needs reconstruction, and we are hopeful we still may be able to source a supply of used concrete sleepers for this task, although we will need professional assistance with these works, at an as yet uncertain expense.

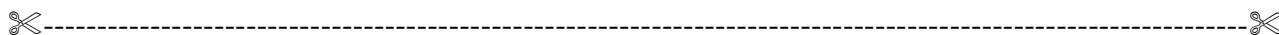
Tramcar restorations are ongoing. Arrangements have now been made with THS, Christchurch, for their engineering staff to complete the construction of new bogies for P 1729, and the rebuild of the truck frame acquired for use under PR1 1573. Funds for these works of around \$50,000 will be needed during the 2015 calendar year.

Glenn Killham has been active in sourcing a supply of cast frog pans for the scissors crossover area, as well as additional pull-off arms for the RNP line. Around \$9,000 is needed here.

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.

Thank you.
Yours Sincerely,

Howard R. Clark OAM.
Chairman



NAME: _____ Membership No: _____

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

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

Card No:

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

Signature: _____ Preferred Project: _____