

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 – 28 FEBRUARY

We welcome the following new Shareholders upgrading from our Friends ranks:

690	Graves, Warren	Penrith NSW
691	Graves, Kay	Penrith NSW

We also welcome new Friends to our ranks:

2859	Foster, Steven	Cambridge Park NSW
2859	Stone, Peter W.	Bankstown NSW
2860	Khong, Winston	St Leonards NSW

Sunday, 28 February 2016

Sydney Vintage Tramway Festival

This year's Festival will be an all Sydney day, featuring C 290, which celebrates 120 years of age this year. Both our operable C Class cars will be out and about on the day. The Tramway Festival has become the first event on the railway enthusiast's calendar and an important event for the Museum.

It is important that the Museum look its best in February, so we are asking everyone to lend a hand. Lawn mowing, gardening, painting and cleaning are just some of the many chores that need doing. Our tramcars need sweeping, glass cleaned, seats dusted and importantly, the roofs, gutters and downpipes cleaned of dirt and possum poo. Blocked gutters and drains lead to increased deterioration and roof rot.

So, come on and lend a hand in the next few weeks. Please volunteer on a Wednesday, Saturday or Sunday and give Katie, Andy, Ian and others some much needed help. No skill required – just some pride in our Museum and a little bit of elbow grease.

Other Events for 2016

June/July (date to be advised)

Centenary and relaunch of Ballarat 37

The launch of restored Ballarat 37 (built 1916) will be celebrated with an all Victorian Day probably in June or July – but subject to continued progress on its restoration. We are looking at celebrating the day with solely Victorian trams (Birney 11, Y1 611, and Z2 111). Hopefully the weather will be dreary and cold to really add to the Victorian authenticity of the day! If you have any ideas on enhancing the Victoria feel please let David Critchley know.

13-17 October

COTMA Conference; Christchurch, New Zealand

The 2016 Conference will be held in Christchurch NZ, commencing Thursday 13 October through to Monday 17 October 2016. As with the successful 2014 Conference in Sydney, pre and post conference tours are being planned. A Partners tour will also be offered. Planning for the conference is well advanced.

Hotel accommodation will be in the central city with a budget option offered as well.

COTMA Conferences are a fantastic way of getting to know fellow tramway enthusiasts from around Australia and New Zealand, and Christchurch is a terrific venue for the Conference. The dynamic team at Ferrymead are sure to put on a great event. Conference queries to: cotma2016@ferrymeadtramway.org.nz

Track and associated work

During December more surplus concrete was received and

placed in the re-laid track working uphill from Army Crossing. The formwork was progressively relocated as required. Concreting has now reached some 45 metres uphill from the crossing.

Some rock has been added to raise the height of the existing retaining wall along the side of the Council drain at Army Crossing and concrete has been placed around the new twin 300mm pipes that we placed under the road bed while the track was out. As the holiday period commenced the supply surplus concrete ceased with the general gearing down of the building industry at this time of year.

Towards the top of Army Hill two Melbourne cast point blade units and a Sydney crossing frog have been assembled. These components have been welded together to form a right hand set of points for the double track terminus and work is continuing. Three of the cover plates were missing from these blade units and new ones were made by Mike. Warren, Terry and Bob used our milling machine to cut the slots in these plates so they can be lifted for inspection as required.

Overhead

New side arm brackets for the replacement poles on the Royal National Park (1 pole) and Sutherland (3 poles) lines have been prepared and are ready for installation. Glenn will remove the redundant poles and take them away as firewood.

There is a span on depot road 3 that needs attention and a hanger on Cross Street that needs repair. These will be attended to as time permits.

Preparations are still ongoing for the installation of pull offs on the sharp curve near No. 2 substation.

Security matters

A member has made a generous gift towards the \$40,000 cost of new powder coated pike fencing and gates to be erected along the Pitt Street frontage of our site, matching the new fencing along the railway boundary and increasing security. With several other members also making contributions we will soon see progress with the new fencing and gates. The cost is significant due to the need for two sets of folding entrance gates and a pedestrian gate. That still leaves the chain wire fencing along the Highway boundary and the area around the new South Shed to be secured with upgraded fencing. Chain wire fences only keep honest people out and are only a minor inconvenience to vandals, arsonists and thieves. After the fire at the Old Site it is essential that we upgrade our fencing and site security to protect our priceless exhibits.

Tramcar news

Melbourne Grip car 322 is nearing completion with only a few coats of paint to do. At present the floors are being painted after which railings and piping will be done. Painting the roof was a slow job with Mick Ward up and down a ladder all day. The restoration crew are hoping to have the car complete for the big day in February where it may get a run from the South Shed to Railway Square (only by gravity). It has taken five years to get the project to this stage and many thanks are due to all those who have helped along the way.

Ballarat single truck 12 has been cleared of stored junk and is being readied for its centenary later this year.

Ballarat bogie car 37 has had both traction motors refitted to the bogies. One bogie is complete but the other still requires

some work. An SOS was sent to Ballarat for two new brake shoes and these should be available shortly. The trolley bases and hooks are back in position and Ian has repainted the roof.

Sydney C car 37 has had many of the parts refitted under the control of Rod Burland that had been removed for painting, including the controllers.

Some damage was sustained by **Melbourne Z2 car 111** last year when it wrote off a wheelbarrow. Craig and Bill have removed the damaged fairing, straightened the supporting framing and removed a 3-metre long equipment hatch cover. This required the drilling out of many pop rivets to the fairing and to the long piano hinge supporting the hatch. The corner of the hatch is having new steel welded in and a new fairing is to be sourced from a local sheet metal works.

The workshop staff are not impressed having to repair damage caused by carelessness when their time should be directed to overhauls and restorations.

Work is in progress to repair some damage to **Melbourne W2 249** where an overhanging branch caused substantial damage to the roof when it struck one of the route number boxes from the roof of the car following a storm which had broken the branch. This necessitated the removal of the box for Rod to carry out roof repairs.

A defective compressor governor was repaired on **Sydney R1 1979, San Francisco PCC 1014** has received new carbon inserts to its trolley poles and a defect in the control gear of **Sydney P 1497** is receiving attention.

Work on refitting drop windows to **Sydney P 1729** continues when Geoff Spaulding is available. Progress has slowed on the construction in Ferrymead of three new trucks for this car and **Sydney PR1 1573**, due to the need in recent months for works on **W2 244** to return it to City service in Christchurch before Christmas. The sad news of the sudden death of Dave Carr (well known to COTMA conference attendees) in October is also a major setback as he was overseeing this project for us.

Danny, Chris and Dave Bennett have completed the new higher safety railings on the tower of **overhead line car 99u** to meet the requirements of the Regulator and these have been disassembled for final painting to complete this job.

Works in Bendigo on the body restoration of **R1 1995** on behalf of Mirvac Projects Pty Ltd were completed late on 10 December 2015. The car, which is now mounted on Melbourne #15 trucks will be installed in the former Rozelle tram shed as a café in the redevelopment of the building as a market place early in 2016. It was transported the next day back to Sydney by Mario of Australian Train Movers and is in secure storage until the final move to Rozelle. STM are to supply a quantity of rail for the final relocation.

Rubber tyred news

Sydney AEC Double Decker bus 2619

In April 2010 a neglected and dusty 2619 was retrieved from the Old Site by Craig Parkinson. This was fortunately before the Old Site became the target for destructive vandals and we can thank Craig's foresight which meant 2619 was safely away from the intense fire that destroyed the other stored trams and buses late in 2015.

Since that time, 2619 has been carefully and expertly restored by Craig and a number of supporters. While it may seem that progress has slowed in the past few months, this is only an illusion. There is a myriad of smaller detail jobs being completed that take time and are important to completing the restoration but may not necessarily be noticed by the casual observer.

Recently, all hand rails and grab rails have been highly polished, seats have been reupholstered, additional painting completed and new Masonite seat backs have been cut to shape and prepared for seat assembly. Typical of the 'hand-made' era, it was found that no set of seats were the same and all 29 seat backs had to be traced, measured and cut individually adding hours to what initially seemed to be a straight forward job. Craig

and his small team can now see the finish line in sight and 2619 will soon join the ranks of our restored fleet, and more importantly, allow us to take the Museum to the people and promote the Museum at rallies, gatherings and events away from the Museum.

A lot of effort has gone into restoring 2619, and it has been disappointing to see some members being careless around the restoration. Please do not lean tools or other items against the bus or enter the bus without Craig's consent. Be aware of the paintwork when you walk past and leave destination rolls (etc.) alone.

Broomwade Air Compressor

For many years this compressor sat at the long grass between Railway Square and depot Junction dismissed by most as 'just another bus exhibit'; a reference to the sign-written 'Chullora Bus Workshops' along the side of the vehicle. Few realised that Broomwade Air Compressors were used extensively by the NSW Tramways for track renewal and repair work. They supplied air to a variety of pneumatic tools at worksites around the system where jackhammers and other tools were required.

In June 2014, after languishing outside unloved for more than a generation, the Museum's Broomwade Air-Compressor was retrieved by Craig Parkinson for restoration. Many doubted that the Gardiner engine would work, but with a bit of fresh fuel and a little oil and tinkering, it roared into life within 15 minutes. The vehicle was then stripped down with rebuilt with new parts as required.

During preparation for respraying into its original green livery, the Broomwade finally let go its last secret – its identity. The characters DRTT 38 were discovered on the frames. Although there are a few jobs still to complete, such as fitting new mud-guards over the rear tyres, the restoration of ex-DRTT Broomwade Air Compressor No. 38 is now virtually complete. It arrived back at the Museum on 9 January after being spray painted off site. Craig and a small number of generous supporters have ensured that this piece of tramway history has been saved to help tell the full story of Sydney's tramways.

Detailed photos of this restoration can be found on Craig's Facebook page.

Miscellaneous

The yellow truck has been re-registered and has been used to collect jerry cans of fuel and gas bottles for oxy cutting as required. It also carries all the welding gear for the track work at the top of Army Hill.

The bucket truck has been resprayed in its original Sydney County Council corporate green colour by a CSO panelbeater and windows are being refitted. It is planned to get conditional registration for this truck later this year.

Traffic news

The traffic staff have been very busy on various days during the recent festive season with some days attracting significant numbers of families visiting the Museum. Depending on the weather conditions some cooler days have been extremely busy while the hotter days have had reduced attendances. Our traffic staff have been able to make themselves available during the school holidays and our thanks are extended to those that have been able to attend.

The Museum has been very pleased to have received a number of emails recently from visitors who have been keen to advise their appreciation of their visit and stating their thanks to the traffic staff who were able to make their visit more enjoyable with their knowledge of the Museum's and Sydney's tramway heritage.

Contributors to this issue

David Critchley, Warren Howlett, Bob Cooper, Glenn Killham, Mike Giddey, Howard Clark.

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BALLARAT 37 – CENTENARY AND RELAUNCH – JUNE 5

We welcome the following new Friend to our ranks:

2861 Wyer, Denis Sans Souci NSW

All Victorian Trams Day Centenary and relaunch of Ballarat 37

Our next Event Day on 5 June is in many ways a multiple celebration. Most importantly, after 12 years of restoration, Ballarat bogie tram 37 will be launched into the Museum's operating fleet in a ceremony during the late morning. However, the day will also recognise the centenary of this tram and the centenary of the Hawthorn Tramways Trust.

This date was selected so as not to clash with a special WW1 event day being staged by our friends at the Ballarat Tramway Museum on the previous Sunday, 29 May where companion trams of the same vintage will be operating that day. We are sure a number of people may wish to attend both events, as the Ballarat experience also looks like an opportunity not to miss.

Up to six operating trams from Victoria will be in traffic, presenting the tramways of Melbourne, Ballarat, Bendigo and Geelong and over 60 years of tramway development in Victoria. Along with Ballarat 37, Ballarat 12, Bendigo 11, Melbourne W2 249, Melbourne Y1 611 and Melbourne Z2 111 will be running, while Melbourne Grip Car 322 will be on display in Cross Street.

Ballarat 37 is of course unique among all Victorian trams, since it was the only tram to have operated on all four major Victorian tramways (Melbourne, Geelong, Bendigo and Ballarat) and aside from a short period in the early 1970s and some extremely rare trips at the new site in the very late 1980s, this is the very first time you will be able to experience a ride in 37 in Sydney.

Keep an eye out on our Facebook page
<https://www.facebook.com/events/223653187987526/>
and our website

<http://www.sydneytramwaymuseum.com.au/>
for further details as they come in!

Museum Members are encouraged to come along in their favourite AFL Footy gear to help celebrate the day.

We'll see you on Sunday, 5 June (the weekend *before* the Queen's Birthday Long Weekend) for the All Victorian Trams Day at the Sydney Tramway Museum.

COTMA Conference; Christchurch, New Zealand, 13-17 October

The 2016 Conference will be held in Christchurch NZ, commencing Thursday 13 October through to Monday 17 October 2016. As with the successful 2014 Conference in Sydney, pre and post conference tours are being planned. A Partners tour will also be offered. Planning for the conference is well advanced.

The COTMA Executive team met in Christchurch on 5 March to receive a full briefing, and also enjoyed on the following day the delights of THS Ferrymead with the Kitson steam motor in full cry, as it will be in October.

Hotel accommodation will be in the central city with a budget option offered as well.

COTMA Conferences are a fantastic way of getting to know fellow tramway enthusiasts from around Australia and New Zealand, and Christchurch is a terrific venue for the Conference. The dynamic team at Ferrymead are sure to put on a great event. Conference queries to:

cotma2016@ferrymeadtramway.org.nz

Sydney Vintage Tramway Festival

The Museum held another highly successful Sydney Vintage Tramway Festival in late February to coincide with the anniversary of the closure of Sydney's last traditional tramways in 1961. With some targeted free publicity and an extensive campaign on Facebook, we had good crowds turn up for the day. This year's theme was a little more sombre as the Museum acknowledged the role the Sydney Tramways played in moving troops and soldiers around the city during the Great War before embarkation to the European battlefields. Military training camps at Moore Park, Centennial Park and Randwick Rifle Range all had tramway access as did the troopship embarkation points at Circular Quay and Woolloomooloo.

To assist in bringing this era to life we welcomed members of the 18th Battalion Great War Living History Group to the Museum. These terrific volunteers, including Museum Member, Jacob Kennedy, set up authentic displays of Great War artefacts and memorabilia in Lakewood Park. The six soldiers and one nurse were only too happy to answer questions from our visitors and they made a stirring sight as they formed up and marched up to O 805 which would take them to 'Circular Quay' and the awaiting troopship. The Museum extends its heartfelt thanks to the 18th Battalion Great War Living

History Group for their admirable participation in our event.

The 18th Battalion at Gallipoli

The 18th Battalion in the First World War had in its ranks a number of NSW tramway men, twelve of whom did not return. Three of those men lost their lives at Gallipoli.

As usual, a fine selection of Sydney's tramway history was available for visitors to experience with six Sydney trams in operation. In keeping with the theme, most of the trams chosen to operate dated from before the Great War and thus may have been used by servicemen and women during their stay in Sydney. With the cooperation of the Powerhouse Museum, O Class 805 was again in service but this year it wasn't coupled to O 1111. Instead the two trams were rostered separately allowing visitors the spectacle of seeing two similar trams passing each other in service.

A little surprise we had for our visitors was the first public display of Melbourne Cable Dummy 322 in Cross Street. With only a few jobs left to complete, the display marks the end of a rebuild and restoration lasting almost six years. Congratulations to Warren Howlett and Terry Thomas and their crew for an amazing job. The tram truly glowed in the sun. Top effort guys – you are a credit to the Museum.

1st Engadine Rover Crew were again tasked with the traditional Scout 'sausage sizzle' and they didn't disappoint! They kept the crowds well fed during the event, even having to run out and buy more supplies on a number of occasions during the day.

The guys from the Sydney Road Transport Museum supported the event by providing a vintage bus service between the Museum and Sutherland. This year, they brought along a Leyland Atlantean which is always a crowd pleaser. Many thanks to Edward Parker, Ben Parker and David Bugby for their continuing support. Inside the Display Hall, Vic Solomons, Dennis O'Brien and Don Campbell were doing a great trade in second hand books which contributed very well to the day's revenue.

Creating and running a successful Festival has always been a team effort, so congratulations to everyone involved in preparing for and running the day. From the Members who cleaned and prepared the Museum and the trams in the lead up to the Festival, our maintenance and restoration crews under the brilliant Bill Parkinson, to our traffic crew led on the day by Ian Saxon and Bob Cooper. Hayden Holmes' timetable once again worked perfectly, Bob Cooper did a very able job arranging suitable crews and Ian Saxon was the maestro, orchestrating yesterday's tram movements. Thanks too, to Craig Parkinson and Chris Olsen for their contributions to the success of the day. The Ford Blitz and the Museum's double deck bus 2619, AEC Matador with the Broomwade air compressor, and Bedford Tower Wagon were well received by our visitors and provided a lot of interest. The result of this great team

effort: the best revenue result since the gala 50th anniversary day in 2011.

Track and associated work

It is expected that work on Army Hill may be completed within six months, allowing resumption of services to Waratah Loop. Waratah Loop is the current northern limit of our tramline. It will become an actual loop once the line is extended into Sutherland.

The Waratah Loop points will be Melbourne-style sprung blades identical to the Pitt Street crossover, the blade units for which are already concreted into position. There is a 200mm high pressure natural gas main buried 1.3 meters below ground covered in 700mm of concrete from when the original tramway line was built, under where the points were to be located that ruled out the pit required for a Sydney-style mechanism.

Army Hill will be in mass concrete from the level crossing all the way to the terminus. The 4-foot has been concreted from the track drain to the blade units by the Wednesday and Saturday infrastructure teams, the form work has been built for the Army gate driveway over the points, and by the time you read this it will have been concreted.

Additional rail has been pulled out of the rail stack for use the on points for the curve to the eastern track, the CSO welder has made quick work of all the welding needed.

It is hoped that in around a month, two car-lengths on the other side of the army level crossing will be made available for traffic to turn around on, thus 'reasserting' our use of the army crossing. The work required is mostly earth works to level the ground around the new track slab to make it safe for conductors changing the poles. Danny Adamopoulos is to be thanked for his efforts in organising and planning this work.

One tonne of 20mm blue metal has been transported to the southern stairwell of the YMCA building to encase the pipe line at the bottom of the stairs. This will now allow the base of the steps to be concreted.

Sutherland extension

Danny Adamopoulos has been having ongoing discussions with Sutherland Council for the scoping and integration of our track to coincide with the redevelopment of Rawson Avenue from President Avenue to Pitt Street, Loftus in the 2016 to 2018 period. These are still preliminary times and there is a long way to go. However, we are working to have two sections of track laid as part of the works, one section under the Cronulla railway line bridge and the other being the driveway crossing just north of current substation building entering the old Sutherland railway goods yard.

Our Museum draftsman, David Bennett has drafted detailed track plans that has been worked in with Council plans to show how much room we need and

we can fit our track in the allotted space, particularly under the railway bridge.

When the time comes to move ahead we will need funds to pay for contractors and materials to expedite the work. Although we have a stock of rails for the extension, there are a lot of other sundry materials needed to make it all go together.

Workshop and maintenance

All the roller doors in the workshop have been connected to electric motors, making opening and closing much easier. This was at a cost of 5600 (excluding GST), which was provided out of the Museum Fund from members' generous donations and non-specified gifts.

The ex-Cooperative Junction signal is being re-assembled after having the post and signal items shot blasted and powder coated. A new base had to be made as the original one was too badly corroded. This signal protected the tramway where it crossed the railway junction of the Cooperative Colliery and Wallsend Colliery on the outskirts of Wallsend.

Currently all traffic cars are available for service except for **Adelaide H 358** which has inverter and battery problems, Sydney R1 2001 and J 675.

Sydney R1 2001 is waiting for workshop space to carry out repairs to the wiring and bogies.

Sydney J 675 will make a short visit to the workshop for modifications to the life guards to stabilise them plus a brake adjustment. When these jobs are complete they will be available for traffic.

Melbourne W2 249 has returned to traffic having had repairs completed on the roof and north end route number box.

The 12-year restoration of **Ballarat 37** is now complete and will soon be placed in the display hall until its centenary celebrations in June. It was taken on successful trial runs to National Park on 27 February and 12 March.

Melbourne cable grip car 322 is now complete and ready for display.

Sydney C 37 has reached the stage where it will shortly be placed in the workshop for wiring of the lighting and traction circuits. Plumbing of the air brakes will also be carried out. It is hoped to have this car operational by the end of the year.

Geoff Spaulding reached a milestone with **Sydney P 1729** on his latest visit from the South Coast on Saturday 2 April. Geoff fitted, and after massive and frustrating hours, finally installed the last of the 32 side opening windows on the car. This was the window adjacent to the centre timber side number panel section which had a broken and incorrectly fitted lower aluminium casting to clip the glass to the

tong spring mechanism. This one must have been fitted in a hurry in the Randwick days as it was not of the thinner variety casting needed which were fitted to the other three windows here. Geoff had to improvise by grinding the broken casting down to a thinner profile and attaching some thin brass picture framing pieces to one side to permit attachment to the tongs. In the process of fitting the windows many hiccups in re-installation were experienced which created major obstacles to installation and the smooth operation of the replacements. This included broken glass, menus, pens, cutlery, coins and even a pair of glasses! Geoff has temporarily test fitted two of the fixed etched glass smoking signs to one upper bulkhead which looks great.

Overhead work

During March, the Overhead Department received permission to be able to use 99u for overhead line work. The tower on this vehicle has been extensively modified by our Tuesday Night team. The handrails have been raised to make for an OH&S compliant safer work platform. Thanks to Chris Olsen, David Bennett and Danny Adamopoulos for carrying out this work. Similar modifications are currently being carried out on the Bedford tower wagon.

Some minor work has been carried out on the overhead in the last few weeks. Repairs have been made to a hanger and pull-off on road 2 of the depot, a hanger has been repaired on Cross Street and a frog pan has been replaced on the scissors crossover.

Tree branches have been removed from near the overhead along the Sutherland line.

Work progresses on formulating Safe Work Method Statements to satisfy the requirements of the Rail Regulator. Thanks to Ian Saxon and David Rawlings for assisting with this onerous but necessary task.

Motor vehicles

AEC double deck bus 2619 is nearing completion of its long restoration with all interior seat frames having now been secured in position. It is now on the workshop pit road.

From the Board

Vintage Tramway Festival

The Museum Board, at their March meeting, moved a motion of appreciation for the efforts of David Critchley as Event Co-Ordinator, Ian Saxon as OIC, and Bob Cooper for his work in organising staff and timetabling, plus all the traffic staff that helped on the day. The efforts of all contributed to the Festival being highly successful.

Thank you ladies and gents.

Recent restoration of our tramcars

The Board also moved a motion of appreciation for the efforts of all the workshop and maintenance staff for the restoration of Ballarat 37, cable grip car, and C37 capably led by Workshop Manager, Bill

Parkinson, while AEC 2619 and the Broomwade compressor are being beautifully restored by Craig Parkinson. Special mention must be made for the time consuming work by Frank Cuddy and his crew in the total rewiring of Ballarat 37 – a long and complex job. Ian Hanson and Peter Butler were also involved in the repainting of the car. Mention must also be made of the efforts of Warren Howlett, Terry Thomas and their assistants in the complete restoration of the cable grip car from a piece of almost derelict scrap to magnificent example of early tramway technology that has now been completed. Rod Burland has done a sterling almost single handed job restoring and painting C37, which will be ready for rewiring and plumbing as soon as workshop space becomes available. Thank you gents.

Outside activities

Sydney P 1729 and PR1 1573

The Tramway Historical Society in Christchurch have recommenced works for us on the three bogies for these cars, following the return of W2 244 to City service after rehabilitation. Also, in the spirit of co-operation between Museums we have an opportunity to obtain a pair of GE 247 motors for one of these trucks from the Wellington Tramway Museum which will save transport costs. We still need to agree on the terms of potential availability.

Launceston 14

This tram is gradually being restored in Bendigo courtesy of our chief sponsor, member Hugh Ballment. Eight Brill Winner seats for the centre saloon have been obtained from Len Millar and Darren Hutchesson, and these have been delivered to Bendigo where roof restoration works are currently underway. It is also pleasing to note that LTM life member, John Binns, of the Launceston Tramway Museum had previously arranged for the local casting / fabrication of hand rails etc. for this car. When they find alternative workshop space, he and other former members of LTM will fabricate the bulkheads and cross bench wooden seats for the car. In the meantime, current members of LTM have obtained the completed metal side panels (originally arranged by John) and these and the various castings will soon be sent to Bendigo.

Vale- Honorary Friend, John C. Prowse

It is with regret we report the passing of honorary friend, John Cameron Prowse on 4 February at the age of 77. John, without any particular interest in trams, responded to an appeal for financial assistance in 1986 to help with our move and track works at our current site. To our knowledge he visited the Museum only on two occasions, one being the opening day in 1988 and the other before restaurant car 411 left for Christchurch in December 1999. In all of the last thirty years he has been a substantial and unsolicited benefactor to the Museum, always just before 30 June each year. His reasoning was that

the members volunteered their services for a very good cause, and he liked to give to a charity of a different kind with such a good benefit to the wider community. Our sympathies are with his wife, Roxanne and his family at this sad time.

Tramway Museum Fund

In recent times we have been very fortunate to enjoy the generosity of our members and friends who have earmarked substantial gifts for particular projects. As a result much of this cash remains unspent at our financial year end, 31 March, and will need to be identified and isolated from general funds in our annual accounts. For example we have about \$33,000 of the \$40,000 needed for our new Pitt street security fence. We also have more than \$20,000 gifted towards our Army Hill/ Sutherland extension project, \$10,000 towards P 1729 / PR1 1573, \$13,000 towards Launceston 14, \$20,000 towards Hobart 20, \$10,000 for O 957, a similar amount for the YMCA building and around \$5,000 for D 117.

Revenue position

This financial year promises to be about our best ever for cash flow and this should become clearer when our bank statements for March become available and figures can be finalised for the auditors. Well done to those who have vigorously promoted the Museum via various media, and thanks to traffic staff and others who maintain the public profile of our Museum for the general public.

Name badges

Peter Kahn is placing another order soon for more name badges, 80mm x 30mm, expected to cost around \$10.00 each. If anyone additional would like one, please advise Peter Kahn on 9665 3820 or email peter.kahn@bigpond.com with name to be shown (first name and surname).

Museum web site

The museum web site has a password protected members section that contains information and links to information for members. This section is available at this direct link

<http://www.sydneytramwaymuseum.com.au/members/>
or on the 'Enthusiasts Corner' menu on the site.

The password is currently **member@15**. However this password could be changed and notified via *SPER News* if it becomes apparent that non-members are accessing the protected web site.

Contributors to this issue

Danny Adamopoulos, Vic Solomons, Glenn Killham, Bill Parkinson, Martin Pinches, David Critchley, Matthew Geier, Peter Kahn, Howard Clark.

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ANNUAL GENERAL MEETING – 29 AUGUST 2016

We welcome the following new Friend to our ranks:

2861 Wyer, Denis Sans Souci NSW

We welcome the following new Shareholder to our ranks:

689 Tomlinson, Sean Lidcombe NSW

All Victorian Trams Day postponed

The decision had to be made to postpone the All Victoria Trams event and close the Museum for the day. This decision was not made lightly and was based on the following considerations:

- Constant heavy rainfall overnight across Newcastle, Sydney and the Illawarra.
- Continuing heavy rain on the morning of 5 June with Bureau of Meteorology forecasts for deteriorating conditions during the day.
- Closure of our Royal National Park line due to a pole coming down and a tree down across the overhead on Saturday afternoon, 4 June.
- Road flooding on the Princes Highway at Loftus Oval.
- Road flooding at Alford's Point Road, Menai.
- The Museum and local area was without mains power between 17:30 and 00:30 the previous night, 4 June.
- A tree came down on the 11kV power line across the highway from the museum. Ausgrid attended.
- General road flooding in the Sydney and Illawarra districts with appeals by the State Emergency Services for people to remain at home today.

Therefore, with the safety of the public, our Members, and the trams in mind, the decision to cancel was taken at 06:00 on the morning of Sunday, 5 June.

Overhead problems

Around 1:40pm on Saturday 4 June, during the heavy storm, Pole 117 on the Royal National Park line was impacted by the high winds and a falling tree nearby.

The museum was notified by phone by the Royal National Park rangers from the Operations Centre. Vic Solomons received the call and notified Greg Sutherland. They drove to the park by 4x4 and undertook an inspection of the line. They had to move many felled trees, tree branches and limbs. Pole 117 was discovered lying across the track with

the trolley wire under strain and still attached.

It was agreed to suspend all tram operations on the RNP line pending replacement of the downed pole. All the overhead fittings were removed from the pole and were taken back to the museum. Greg hired a chainsaw from Able Hire in Kirrawee. The pole was cut into four pieces and removed from track. The tree was also cut back to allow clear access along the side of the track walkway and access road.

After the side arm bracket was removed the wire lifted back up into the air but not enough for safe operation. The wild weather has caused a shortage of poles in Sydney and elsewhere and is keeping the pole replacement people very busy. The National Park line will remain closed until the pole is replaced and the bracket arm transferred to the new pole to lift the trolley wire to the required safe height.

Work is underway to have a new pole installed, as well as an additional three more at the same time whilst the borer erector machine is on site.

Outside activities

Weekend, 6 to 8 June – Transport Heritage Expo – Sydney Terminal Station

Once again we took part in the Expo with the R1 class cabin mock-up, photographic display and video screening at Sydney Terminal. Our location again was on the Grand Concourse just outside platforms 2-3 where the main action was taking place.

The R1 cab became a favourite for parents to take a photo of their kids. Our uniform caps were lent to delighted youngsters to wear when having their photo taken, and not only kids but mums and dads too.

Track and associated work

Work is in progress in the Workshop on making a new connecting box for the Waratah Loop South points. On Army Hill the formwork is being progressively relocated uphill as concreting of the track progresses. It is now approaching the track drain at the halfway point of the grade. Some rails from the ex-Goulburn rail stack have been placed near the new points for the curve onto the eastern track in the loop.

The Community Service personnel have dug various trenches for drains, water pipes and for electrical conduits near the old concrete crossing at the top of the hill. Concrete has also been placed at the seldom used gates located adjacent to the new points. Some negative bonds have been placed from the running rails to inspection pits between the rails for future connection to a negative feeder for Army

Hill. The feeder is required due to the high resistance of the silicon steel rails that have been (re)used.

Electrical

Geoff Olsen checked the depot electrical installation, including resetting of timers, after the long electrical blackout of Friday, 3 June 2016.

Geoff also installed copper cross bonding to the second electrical pit up Army Hill, in preparation of concreting that section of track. This will allow the installation of a negative feeder in conduit up Army Hill to ensure low voltage drop.

A number of LED lamps have been installed around the site for evaluation. Although the initial price is rather high it is hoped that a combination of longer life and lower power usage will justify this. Geoff is concentrating on lights that are used a lot such as security lights and display lights.

The reconditioning of a larger geared motor for the traverser is continuing as time permits. This motor was donated some time ago but requires some work. This will not increase the traverser speed but will give it a reserve of power for moving the larger cars in our collection.

Workshop and maintenance

Steel has been profile cut for the assembly of a pair of bridging devices that will be installed at both ends of the workshop extension. These units will operate automatically when the roller doors are raised or lowered to swing an insulated section of trolley wire mounted to a short section of troughing into place when the door is raised or clear when the door is lowered. This will end the present practice of having to coast under the doors.

Sydney C 37 is receiving the installation of further small parts. It is expected that wiring and plumbing of this car will be carried out soon.

The big shunt

On Saturday 7 May 2016, our Workshop Manager, Bill Parkinson, led a small group of members to empty Roads 6 and 7 in the Display Hall to extricate Ballarat 12 and Sydney C 37 from the rear of Road 8.

Members and Friends assisting with this operation were Bob Cooper, Vic Solomons, Scott Curnow, Hayden Holmes, Fay and William McCabe, Dick Jones, David and Sebastian Critchley, Don Chandler, Ian Bainbridge, Rod Burland, Peter Butler and Stephen Foster.

Starting early, the first task was to move Ballarat 37 from the Restoration Workshop to the depot fan. This was the first time for many years that the Workshop building was empty of trams, but only temporarily. The Balmain counterweight dummy was then moved from Road 7 to the front of Road 8. The operable trams Sydney N 728 and F 393 were moved, using the wandering lead, onto the traverser and then stabled onto Road 12 or the depot main.

The next trams to be moved were Sydney K 1296 and Prison Car 948 from Road 6. It was now possible

to transfer C 37 and Ballarat 12 from Road 7 to the Restoration Workshop.

A first attempt to move C 37 with manpower failed, so the tram was towed onto the traverser and then into the Workshop. C 37 was placed on the eastern track and Ballarat 12 over the workshop pit on the western side to allow some mechanical work to be undertaken prior to the tram's planned appearance at the Victorian Day.

Then came the most difficult part of the day, to move Sydney E 529-530 from the back of Road 6 to the rear of Road 7. This move was required in order to fit the various tramcars back into the Display Hall. As these historic cars had not been moved for many years the first attempt failed.

Hayden and William investigated the problem and found that the hand brakes on both cars were jammed on, and the brake shoes were jammed onto the wheels. It took an amount of persuasion to overcome these problems!

Finally the E cars were moved onto the traverser and then to the back of Road 7.

K 1296 was returned to the Display Hall but this time towards the back of Road 6, followed by Prison Car 948 which was placed in front of the K.

After a lunch break, the remainder of the Display Hall trams were returned to their allotted places. The final move was to return the Balmain counterweight dummy to the front of Road 7, this time in front of N 728. The counterweight dummy being placed in front of N 728 provides a re-creation of the time that N class cars operated the Canterbury to Darling Street Wharf service before being displaced by R class cars in June 1940.

So ended a busy day for the team that assisted in the big shunt. Thanks to all the friends and members who assisted on the day.

Motor vehicles

The replica corridor tram cab was transported on our yellow truck to the rail heritage display at Central held over the Queen's birthday long weekend as part of our display to promote the museum. This necessitated removal of the drop sides to clear the load. On its return the sides were re-installed and the track equipment reloaded.

The work platform from No.3 tower wagon is having new extended posts fitted to raise the railing heights to comply with the requirements of the Rail Safety Regulator. This duplicates the work previously done to modify the work platform railings on 99U.

Old site

Our friends from the NP&WS put us into contact with the contractors engaged to demolish part of the remaining structure and remove debris from the old site.

On Wednesday 25 May the contractors arranged an afternoon meeting on site with Danny Adamopoulos and Howard Clark for us to identify recoverable items for setting aside on our behalf. They had only been at work for half a day and had already moved

loose corrugated iron and the tracks in #1 road. Danny and Howard collected many small items. On the following Saturday Danny and a group of CSO workers attended and with the aid of our oxy equipment recovered other items including headlight castings, and unbolted rail joints enabling rail to be loaded in manageable lengths.

A total of ten bogies, the Brill truck from K 1295 and the Peckham Metropolitan truck from C 12 were progressively loaded in a large scrap bin and rolled off the tilting bin by gravity at the North Terminus area. At least we know that the wheels still rotate!

The recovered rail was transported by semi to the same location and offloaded by the smaller of the two excavators used to clear the old site.

Small parts have been offloaded in the Workshop where sorting and proper storage of these items will need to be carried out to clear the floor area.

Cleaning our tramcars

Peter Warr, one of our new friends, has, in addition to volunteering for bookshop / kiosk duties on Wednesdays and Sundays, been attending the Museum on Saturdays to help wash and clean the trams in both the Display Hall and running shed. Clean trams improve the image of our Museum to the visiting public. Thank you Peter for your ongoing assistance.

If any other member or friend would like to assist Peter they would, of course, be most welcome on any Saturday.

On Saturday 21 May, Bill Parkinson moved Ballarat 12 from the Workshop to outside the western side. Members Craig Parkinson and Acting Operations Manager, Mick Ward then proceeded to give the tram a very good clean and wash. Craig had brought a long handled extendable brush and with Mick on the hose cleaned the roof and clerestory windows with the brush. Years of accumulated dirt and grime were removed and it was found that the roof was a shade of yellow-brown and not black!

The sides of the tram then received a good clean and the end result was very acceptable. The interior was washed out and the tram was then placed back on the traverser to dry off.

Peter Butler later took the opportunity to touch up some of the paintwork to improve the presentation of Ballarat 12.

Offsite activities

Works on Launceston 14 in Bendigo have moved along at a pace agreed with chief sponsor, Hugh Ballment, with the spacer ribs for the vented roof cut to fit, whilst repairs to the roof boards have been completed.

Warrington Cameron delivered two drums of navy dressing from Loftus so a start may be made on re-canvassing the roof sections. Launceston Tramway Museum have delivered the shaped metal seat ends for the open compartments started by John Binns some years ago and also various cast hand and grab

rails which were made locally to provide a full complement for the car.

The Tramway Historical Society in Christchurch have now completed works on the construction of two new bogies for P 1729 and the rebuild of the third bogie for PR1 1573. Wheel sets have now been fitted to all three trucks, and the next task is for THS to assemble and fit new and refurbished brake rigging to the trucks.

The local Men's Shed group have made good progress with the restoration of R 1753 on behalf of Warringah Council. Richard Jones was commissioned to hand paint a pair of end Manly destination rolls for the car, which will earn some extra dollars for the Museum. Thanks, Dick.

Our local casting supplier has provided a set of replacement aluminium window tops and we have facilitated the supply of toughened window glass for the car and the manufacture of new canvas door blinds for fitting to the centre doors of the car. Completion of these works is not expected until 2017, when the car should become a feature of a café extension in the vicinity of the former Narrabeen tram terminus.

Uniform items

Orders are still being taken for uniform caps, cap badges and ties, which are still available from our current suppliers. To place an order, contact Ian Heather on 0404 014 098 or email mgheather@hotmail.com.

COTMA Conference; Christchurch, New Zealand, 13-17 October

The 2016 Conference will be held in Christchurch NZ, commencing Thursday, 13 October through to Monday, 17 October 2016. As with the successful 2014 Conference in Sydney, pre- and post-conference tours are being planned. A Partners tour will also be offered. Planning for the conference is well advanced.

Hotel accommodation will be in the central city with a budget option offered as well.

COTMA Conferences are a fantastic way of getting to know fellow tramway enthusiasts from around Australia and New Zealand, and Christchurch is a terrific venue for the Conference. The dynamic team at Ferrymead are sure to put on a great event. Conference queries to:

cotma2016@ferrymeadtramway.org.nz

Contributors to this issue

Ian Heather, David Critchley, Greg Sutherland, Martin Pinches, Richard Clarke, Geoff Olsen, Mike Giddey, Danny Adamopoulos, Howard Clark

Robert Merchant has advised the Board he would like to retire from the Museum positions he holds when he turns 80. Bob turns 80 on 28 August 2017.

For the record, Bob has held the following positions in the Museum:

General Manager – July 1963 to June 1970
Trolley Wire magazine layout – December 1966
Trolley Wire magazine Editor and layout – October 1966 to December 1971
Trolley Wire Editorial Committee – February 1972 to December 1972
COTMA Delegate – 1977
Trolley Wire magazine layout – February 1978 to February 1983
Display Officer – 1988
COTMA Delegate – 1994 to 2006
Heritage Advisory Committee – 1994 to 2006
Accounts Payable Officer – September 1999 to September 2004
Secretary – September 2000 to March 2005
Trolley Wire Subscriptions – September 2000 to October 2003
Curator – 2001 to 2002
Director – 2002 to 22 June 2006

The current positions Bob holds are:

Trolley Wire magazine Editor and layout – April 1983 to date
SPER News newsletter Editor – January 2001 to date
Membership Secretary – September 2001 to date
Assistant Secretary (Website) – Handling or on-forwarding enquiries received through our website
Assistant Treasurer (Commercial & Membership banking) – September 2004 to date

Bob has indicated he will retain Editorship and layout of Trolley Wire, but would like to let go the additional work attached to the position:

Printing address labels and labelling Trolley Wire envelopes.
Enveloping Trolley Wire when received from printer (assistance is required with this work).
Invoicing wholesale copies of Trolley Wire.
Packing wholesale copies of Trolley Wire.
Banking wholesale invoice cheques into Commercial Account with report to Treasurer.

SPER News Editor:

Call for news and compile newsletter using template provided.
Email PDF file to Snap Printing, Kirrawee.
Print address labels and label envelopes.
Envelope newsletter when received from printer (assistance is required with this work).
Note that the news in SPER News is used for the Loftus news in Trolley Wire.

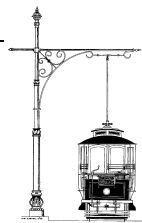
Membership Secretary:

Process new Friends applications, process payment (cheque or EFTPOS), update and maintain MS Excel file of Friends' details, membership renewals file in MS Word, address labels, and print membership cards.
Process Shareholder applications, process payment (cheque or EFTPOS), update and maintain MS Excel file of shareholders' details, share register and membership renewals files in MS Word, address labels, and print membership cards.
Provide Treasurer with regular report on membership banking using template provided. Shareholder's payments are banked into the General Account, Friends' payments are banked into the Commercial Account. Banking can be carried out at your local Commonwealth Bank.

Assistant Secretary (Website):

Inquiries coming through the Museum's website using your personal email address, or secretary@sydneytramwaymuseum.com.au. Note that enquirers appreciate having a real name to contact.
Bob handles family history enquiries personally, traffic enquiries are forwarded to the Traffic Manager, group bookings are forwarded to the Group Booking Manager, and requests for donations towards school fetes, etc., are forwarded to Don Campbell.

Should any member or friend be interested in taking on one of the above positions, please contact the Museum's Board of Directors.



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

17 June 2016

Gift Appeal - Capital Works - June 2016

Dear Members and Friends,

Work is well advanced replacing track on army hill in mass concrete and the turnout to the loop at the north terminus, using surplus concrete and purchased concrete. Contractors are due to commence construction of the new fence and gates on our Pitt Street boundary to a similar standard to our rail boundary fence. Project costs for these two projects in the order of \$60,000 have been already met by gifts from members and friends. Thank you.

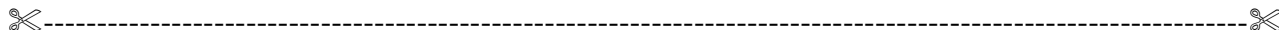
Recently we received a quote in the order of \$81,000 for the construction and installation of a lift in the YMCA building. Before this work can be contemplated there are a number of tasks which need to be undertaken to seal the building including brickwork, windows and roller shutters. With about \$50,000 on hand as earmarked for this project at least another \$100,000 is needed for these major works. In addition the fibre glass roof panels in the workshop are now time expired and need replacement at about \$10,000 to improve natural light and reduce electricity costs. Four overhead poles are also due for replacement this financial year at a cost in the vicinity of \$1,600 each.

THS Christchurch engineering staff have now installed the wheel sets in the new bogies for P 1729 and the rebuilt bogie for PR1 1573. Next tasks are to install brake rigging.

If you are in a position to assist with a tax deductible gift towards the above or for your own favourite project, it will be greatly appreciated. Please indicate your preferences in the space provided below.

Kind Regards,
Yours Sincerely,

Howard R. Clark OAM.
Chairman



NAME: _____ Membership No: _____

ADDRESS: _____

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

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

Card No:

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

Signature: _____ Preferred 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

ALL VICTORIAN TRAMS DAY – 18 SEPTEMBER 2016

We welcome the following new Friends to our ranks:

2862	Traynor, Darren	Laurieton, NSW
2863	Cadwallen, Angela	Laurieton, NSW

Annual General Meeting

The South Pacific Electric Railway Co-operative Society's annual general meeting will be held on Saturday, 27 August 2016 at the Loftus Guides Hall situated behind the Loftus Community Hall, corner of Loftus Avenue and Tenth Avenue, Loftus commencing at 1:00pm.

Shareholding members will already have received notification of this meeting.

The June 5 non-event

The report in the last SPER News incorrectly states that the museum was not open on that day as David Critchley had sent an email to traffic staff to that effect. However, the email was not sent until 6:00am that morning and not all of the traffic staff rostered that day were slaves to the internet to the extent that they checked their messages at that time of the morning. The rostered staff were not advised prior to that time that the Museum would not open, so they attended as rostered.

Consequently Dick Jones, Mike Ward, Matthew Geier, Don Campbell, Peter Warr and Les Coghill braved the elements and opened the museum, even though there was no power until 10:00am and they found that they were unable to operate trams due to the overhead wiring being down on the Royal National Park line.

Although only the display hall was open, they had Victorian member Kevin Taig and one other Victorian, a visitor from Canberra and one local visit. The Museum remained open until 1:30pm, when they went home.

The Museum has never missed opening on an advertised Sunday and that record is still intact!

All Victorian Trams Day

Following the wash-out of the original date for the launch of Ballarat 37 and 'All Victoria Trams Day' David Critchley has been searching

for a suitable date for the rescheduled event.

Following an extensive search around the internet and subject to further advice David proposes that we hold the event on Sunday 18 September 2016.

That weekend is favourable for the following reasons:

- The long range forecast is for sunny weather and a temperature of maximum 20 degrees.
- That weekend starts the Victorian School Holidays.
- The following weekend starts the NSW School Holidays (which we try to avoid).
- The October Long Weekend (2 weeks later) features the AMRA Model Railway Exhibition, ARL and NFL Grand Finals
- The Illawarra railway line is closed for track work October 8-9 and 15-16.
- The COTMA bi-annual conference is being held in Christchurch from October 15-16.

A similar program will be followed to that planned for 5 June, i.e.:

All trafficable Victorian trams in service (subject to Board/regulatory approval) including:

Melbourne W2 249,
Melbourne Y1 611,
Melbourne Z2 111,
Bendigo Birney 11,
Ballarat 37, and

Ballarat 12 (not carrying passengers at this stage).

Additionally Melbourne Cable Dummy 322 will be on display in Cross Street.

Ballarat 37 will be relaunched at around 11:00am by Ian Hanson, who has long been a champion of this tram, leading the repainting and lobbying for its restoration in its centenary year.

Overhead

During the recent east coast low a pole on the National Park line was damaged and fell over. Due to the severity of the storm the supply of poles in Sydney was quickly consumed, forcing us to wait two weeks for supply to catch up.

Danny Adamopoulos organised for Small's Poles to replace the fallen National Park pole, two others in close proximity, and one south of

the Army Crossing on the Sutherland line. All the poles were in place by 10:30am on 27 June in cold and dismal conditions.

All the required overhead repairs were carried out on 2 July on the overhead of the Royal National Park line. The work was carried out by Glenn Killham, Danny Adamopoulos and Craig Parkinson and were assisted by Dick Jones, Matthew Geier and Scott Curnow.

Chris Olsen lent the team his overhead line equipment and ladder so they could reach some of the older ex-railway poles. These poles are further from the centreline of the track and can be difficult to reach from our overhead line car 99u. A damaged ear on a fifth pole was also repaired.

The overhead and track infrastructure was visually and physically checked after completion of works by the Overhead Supervisor and the Track and Infrastructure Manager.

At 5:00pm on Saturday, 2 July 2016, the Royal National Park line was certified for normal traffic operations to resume. The overhead was energised and was treated as alive from that time.

A troublesome frog on the scissors crossover has been replaced with a Melbourne type frog.

Work is still proceeding with conversion of the Bedford tower wagon's tower platform to meet more stringent safety standards.

David Rawlings is working on writing safe working statements for overhead work required by the Office of National Rail Safety Regulator.

RNP line inspection trip with Ballarat 12

After the overhead repairs were completed on Saturday 2 July, an inspection trip had to be run to check the line as fit for operations the next day.

Ballarat 12 was used as Bill Parkinson needed to run a test trip with the car. Craig Parkinson also wished to grease the track curves as well.

After passing Temptation Creek and around the curve before the bike crossing, it was found that a tree had fallen onto the track.

Luckily a number of members including Vic Solomons, Dick Jones, Scott Curnow, Katie Strancar and Ian MacCowan were on board and after some time managed to clear the offending branches clear of the track.

During the following week Andy MacDonald and Katie Strancar worked on a number of days to remove more of the offending tree from near the track. Thank you to all concerned.

Track and associated work

Concreting the main line track continues up Army Hill and our track team has hit the halfway point, the track drain. Recent wet weather has slowed the work down a bit but the team hopes to get back on track for an October completion date, with some extra midweek work days being planned.

Michael Giddey has returned from his recent illness which has given the new southern end points of Waratah loop a kick along with the support of two CSO boiler makers. The loop track will have been joined up by the time you read this.

Our fencing contractor has started work upgrading the Pitt Street boundary fence and gate from the old 1.8 metre high cyclone mesh fence to the new Palisade post fence built to railway specifications and raising the fence height to 2.4 metres.

Generous donations have helped to cover the cost of this fence upgrade and increase the security of the site.

Workshop and maintenance

Sydney C 37 is receiving the installation of further small parts. Wiring for the lighting has commenced and plumbing of this car will be carried out soon.

Ballarat 12 still has some compressor problems to be solved.

Sorting the miscellaneous artefacts recovered from the old site has commenced and scrapping those which are beyond reclamation. Surprisingly a lot of items seem to have survived the fire and can be reclaimed for future use.

Work is proceeding well on the overhead wiring equipment for the roller doors on road 4 in the workshop.

The workshop seems to be inundated with donated private collections of bottled screws, nails, small bolts, etc., that are left in the workshop without any prior notification.

Although it might be believed that this material could be of some use to the museum, in reality all it is doing is filling up the workshop with items that will sit around for an unknown amount of time and get in the way.

The workshop staff have more to do than spend valuable time trying to sort out this material and put it in the correct places.

Please, before anything is brought to the museum contact the Workshop Manager, Bill Parkinson or any of the workshop crew and find out if it could be of use.

Bill is not impressed when he arrives to find more stuff placed in the workshop unannounced,

especially when it is left in an area that he has cleaned in preparation for upcoming work.

Museum sales and promotional stands at exhibitions

Over the next few months, we plan to have stands at the following exhibitions:

Canberra – Malkara Special School Model Railway and Scale Model Exhibition, Wisdom Street, Garran, ACT, 6th and 7th August.

Newcastle – Our Town Model Railway and Hobbies Show, Broadmeadow Racecourse, 20th and 21st August.

Liverpool – AMR Association's Model Railway Exhibition, EG Whitlam Leisure Centre, off Memorial Avenue, 1st, 2nd and 3rd October.

Any offers of extra hands to help will be very welcome. Please advise Peter Kahn on 9665 3820 or mobile 0403 472 341 or peter.kahn@bigpond.com.

Epilogue – Sayonara National Park Old Site

Following the destructive fire on 23 October 2015, which destroyed the Sydney Tramway Museum's (STM) old site storage shed and contents, NSW National Parks & Wildlife Service (NPWS) gave formal written notice of the termination of licence to use the premises.

Under the terms of the licence, 'if the whole or part of the Licence Area is destroyed or damaged so as to render the Licence Area substantially unfit for occupation and use by the Licensee, the Licensor or Licensee is at liberty to terminate this Licence by fourteen days' notice to the other party.' Such notice was duly given by the NPWS. Given that the site resembled a bomb site with corrugated iron and twisted structural steel partially obscuring the remnants of seven tram cars, four buses and a bus chassis the notice was both understandable and acceptable to STM.

Further, the NPWS considered that 'the replacement of another shed for storing trams in the park at Loftus is not being considered by NPWS due to the isolated location of the building and vandalism'. The site itself was fenced off with temporary fencing, which failed to deter intruders, and illegal rubbish dumpers.

NPWS indicated that it would assist STM in removal of historic items from the site. The police investigation which followed took some months before the site could be released to NPWS, who in turn needed to finalise clean up approval with insurers of the building.

In early May 2016, NPWS advised STM that an earthmoving contractor had been appointed to clear the site and provided contact details.

Finally on Tuesday 24 May, STM was invited to meet on site the next day at 3:00pm, with the advice to ensure we were visible to the excavator operator. Danny Adamopoulos and Howard Clark attended on the day. Although less than a full day had elapsed since the start of operations, corrugated iron and structural steel had already been gathered up and placed in one of the two huge scrap bins or pushed to one side along with the rails from the vacant #1 road.

Charlie, the obliging operator requested us to identify items of significance which we wanted set aside. He explained that to him all rusty steel was treated as scrap unless identified otherwise. Works done for STM in recovery and removal were subject to a direct charge to STM by the excavator/demolition company.

The remains of the buses were inspected by Danny and given that one had been crushed by falling debris, and remnant molten aluminium was apparent and even some wheels had become misshapen, Danny agreed with Charlie that he would proceed to clear this road before returning to the two remaining centre roads with tram debris on them.

The Peckham Metropolitan and Brill trucks from C12 and K1295 were given high priority for recovery and to achieve this Charlie had to lift remnants of the drivers' cabin off SW2 432 from tangled steel brake rigging etc., from C12. There was little remaining of 432, except for the heavy steel underframe.

By Friday the underframe of 432 had been chopped up by the 'steel jaws' of the excavator and despatched to the scrap bin along with the remains of the buses. The motored #1 trucks were collected and removed to a holding area, leaving the steel fragments of an R car side panels exposed, complete with fresh graffiti over one rusted panel. Rain interfered with the safe working of the excavator and an early finish was decided upon.

Saturday saw Danny return with a number of CSO workers and our yellow truck. Their task was to unbolt rail joint fishplates to allow for recovery of rail in shorter lengths and use oxy equipment to cut other recoverable items such as headlight castings and couplers from framing steel.

All the time Charlie was moving efficiently through the rubble nearby with the excavator. Meanwhile Howard had focussed on the area in and around the C and K car rubble now that the trucks had been put to one side away from the

scrap piles awaiting the bin. Some large chunks of charcoal C car underframe, the gongs and couplers, lifeguard gear and numerous small components were retrieved by sifting through the sodden and ashen ground.

Unfortunately there was no time to work at the pace of a true archaeologist, so undoubtedly numerous other small items will remain unrecovered, waiting for vegetation to conceal them forever.

A few small fragments of molten green glass from the clerestory windows of 12 were located, suggesting that this glass must have a higher melting point than other glass which, except for some white molten glass on the face of the air gauge from the K car, was not discernible.

The remains of R 1819 at the head of the #2 road in front of 432 were tackled next by the excavator. Seeing the remains of three burnt out R car body shells was a stark reminder of the dark days way back in May and June 1959 when up to four R cars were being burnt most days on the Randwick workshops scrapheap. Sump oil from the nearby bus depot was used as the fire accelerant back then, but we have no advice as to the nature of the accelerants used at National Park, other than learning there was more than one seat of the fire.

The excavator jaws were manoeuvred to pick up the body shell and crunched into the steel work in a shaking and swinging motion similar to the actions of wild creatures attacking their prey, until a juicy morsel snapped off and was quickly despatched to the scrap bin. Soon just the underframe components of 1819 remained and the bolsters from the car were torn loose and set aside to meet Danny's request. The unmotored Melbourne #1 trucks under the car were retrieved and set aside.

Amazingly, the front apron of N 710 was still clinging to part of the body. The number 710 remained visible through the charred paintwork, not dissimilar to remnant paint from an earlier colour scheme on a dreadnought car which remained visible after the Paddington depot fire in Brisbane more than 50 years before.

By Monday all evidence of the car was gone, and the quick attack on the remaining two R cars by Tuesday morning completed the scene with just the rails and bogies to be removed to north terminus in pairs in one of the large scrap bins. Each pair were loaded by the excavator and unloaded in tilt mode, sliding to the ground with a crash, but demonstrating that the wheels still turned. The Peckham and Brill trucks were dealt with in similar fashion, along with some

recovered metal tie rod elements and other brake gear from 12 loaded on top of the truck.

All up eight Melbourne #1 trucks were recovered, along with two ex-Sydney unmotored R car trucks. A quantity of 80lb rail was delivered by semi-trailer on Wednesday 1 June bringing to a close the long history of STM activity at National Park.

After a clean-up of illegal rubbish the old depot site now appears ready for regeneration as parkland. Perhaps one day pressures to utilise the park and trails for public multi use may rekindle a multi-facet use of the old site again.

COTMA Conference; Christchurch, New Zealand, 13-17 October

The 2016 Conference will be held in Christchurch, New Zealand, commencing Thursday, 13 October through to Monday, 17 October 2016.

A couple of options have been suggested for pre-conference self-organised tours which commence in Auckland.

A five-day post-conference tour has been organised to take in the varied scenery, history and engineering attractions of the west coast of the south island of New Zealand.

A Partners programme is also offered.

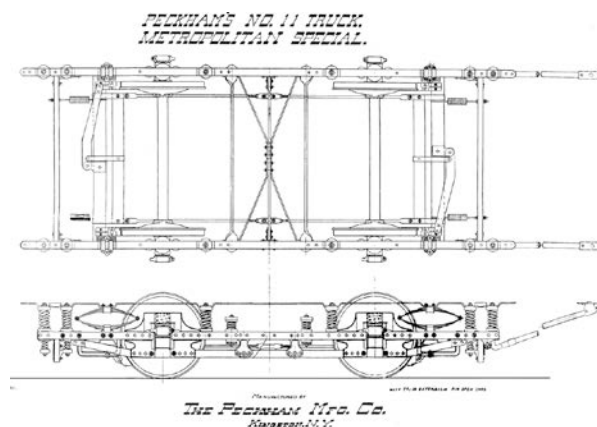
Planning for the conference is well advanced.

Hotel accommodation will be in the central city. Check the COTMA website for details of the hotel accommodation offered.

COTMA conferences are a fantastic way of getting to know fellow tramway enthusiasts from around Australia and New Zealand, and Christchurch is a terrific venue for the conference. The dynamic team at Ferrymead are sure to put on a great event. Conference queries to: cotma2016@ferrymeadtramway.org.nz

Contributors to this issue

Glenn Killham, Richard Jones, David Critchley, Howard Clark, Danny Adamopoulos, Peter Kahn, Bill Parkinson, Martin Pinches.



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

Special Events – 6 November and 11 December

The last couple of issues of *SPER News* have shown incorrect membership numbers for our new Friends, caused by the editor not checking his work.

The correct membership numbers are listed below:

2860	Stone, Peter W.	Bankstown NSW
2861	Khong, Winston	St Leonards NSW
2862	Wyer, Denis	Sans Souci NSW
2863	Traynor, Darren	Laurieton NSW
2864	Cadwallen, Angela	Laurieton NSW

We welcome the following new Friends to our ranks:

2865	Kennedy, Kevin J.	Engadine NSW
2866	Kennedy, Andrew	Engadine NSW
2867	Knapman, Craig S.	North Epping NSW
2868	Knapman, Joan M.	North Epping NSW
2869	Knapman, Alisa J.	North Epping NSW
2870	Ponza, Maxwell J.	North Epping NSW
2871	Baker, Andrew P.	Razorback NSW

Two special events

On Sunday, 6 November we will have a morning and afternoon visit from a steam train load of passengers, similar to last year's visit. The first train is due at 10:30am and the second train at 2:30pm. So in addition to the normal crew for Sunday visitors, it will be necessary to have extras to cater for the train passengers, which will be around 250 for each visit.

The second event is on Sunday, 11 December, when the Australian Railway Historical Society (NSW Division) will be arriving on preserved four-car single deck suburban electric train F1. Exact times are not known at this stage, but should be late morning until museum closure.

In each case the extra tram rides will run in addition to, or in convoy with, our normal Sunday services.

These visits, apart from helping the Museum financially, help us show the flag and introduce new business to the museum.

All Victorian Trams Day

Ian Hanson reports:

Another milestone was reached by the museum when our very first Victorian Trams Day was presented on Sunday, September 18. The main purpose of the special day was the launch of newly restored Ballarat tram 37. This event attracted visitors from far and wide, including some very enthusiastic patrons from as far away as Townsville, Adelaide, Melbourne, Ballarat, and Canberra. Our hard working workshop crew excelled our expectations by arranging for seven tramcars from the State of Victoria to be available for the event, of which six were in operation. A great deal of preparation

had been undertaken behind the scenes by Bill Parkinson, Frank Cuddy, Rob Saunders and many others to bring the event to fruition.

Adding a great deal of atmosphere to the occasion was the inclement weather, but this failed to dampen the enthusiasm. Despite the competition from several other transport related heritage functions taking place on the same day, the Victorian Trams Day attendances exceeded our expectations.

The first trams to operate commenced at 10:00am when the three Melbourne cars, Y1 611, W2 249 and the orange painted Z2 car 111 commenced operation.

A ceremony took place at 11:00am on the western platform side of our picnic grounds which saw the launch of Ballarat 37. The organiser for the launch, David Critchley gave a speech on the history of the century-old tramcar. Another speech was given by Ian Hanson, the team leader of the restoration. Ian outlined the restoration process and thanked those members who had assisted in the work. About 11:10am, 37 broke through a ceremonial red ribbon and proceeded to the Royal National Park.

The surprise was that 37 headed a convoy of three trams from the former State Electricity Commission of Victoria's tramways. The convoy consisted of Ballarat 37, followed by the surprise inclusion of Ballarat 12, and Bendigo Birney car 11.

What may not have been known by many of our visitors and members is that the convoy also represented three types of tramcars that operated in the city of Geelong. Ballarat 37 operated on the Geelong system after its purchase from the Melbourne tramways in 1948. It was former Melbourne car 119 (originally 13 of the Hawthorn Tramways Trust fleet of 1916) and became Geelong 35. This tram operated over the Geelong system until its closure in 1956. 35 was then transferred to Bendigo that same year where it was renumbered in the Bendigo fleet as their No. 1. It remained at Bendigo after only a short life before being sent to Ballarat in 1960. It was donated to the Sydney Tramway Museum upon closure of the Ballarat system in 1971.

Ballarat 12 also saw service in Geelong as their car 27 and entered service in 1928 after being disposed of by the MMTB where it was previously numbered 71 in their fleet. Geelong 27 was transferred to the Ballarat system in 1936 where it was renumbered 12. This car had the distinction of being built in Sydney by the Meadowbank Manufacturing Company for the Prahran and Malvern Tramways Trust in 1915.

This undertaking was taken over, together with several other municipal tramway trusts, by the Melbourne and Metropolitan Tramways Board in 1920.

The Bendigo Birney car was imported brand new from the United States in 1924 for use in the Geelong fleet as their car 14. It was sent to Bendigo in 1948 where it was renumbered 11.

The seventh tramcar on display was former Melbourne cable car dummy 322. Many favourable comments were made by our visitors in relation to the display of photos which revealed the condition of the tram prior to work commencing on its restoration. Much of the work on the rebuilding was undertaken by members Warren Howlett and Terry Thomas.

The workshop team made a very determined effort some months ago to make Ballarat 12 operational for this event. We say thanks once again to Bill Parkinson and Frank Cuddy for their efforts to make this happen.

Last minute work was required to fit new weather blinds for Ballarat 37. The work carried out by Peter Butler and Richard Jones.

Through the efforts of Richard Jones, Tony Cody and Ian Hanson, 37 received reconditioned destination boxes fitted with calico rolls from all three former SECV tramways joined together.

Many thanks are due to Tony Cliff of Bendigo Tramways for assembling and locating a manufacturer of the canvas material required for the weather blinds. Tony also made up brand new leather straps and other items for the restoration of 37.

Such was the success of the day that perhaps this event may happen again in the future.

Perhaps confusing for the public was the sign at the entrance proclaiming "Sydney Tramway Museum" when in point of fact, there was no Sydney tram to be seen!

Track and associated work

The concreting of Army Hill has been expedited by the purchasing of some concrete thanks to some generous donations. This, and the return of Corrective Service Order (CSO) workers after some bureaucratic requirements of the Department of Corrective Services were satisfied, has allowed a change in procedure which expedites the work.

Previously we set up the two eight metre lengths of formwork on each side of the track and we would concrete the two side strips independently and then fill in the 'four-foot' later as the concrete trucks can back up the side strips once set.

Due to the length limit of the delivery shutes on the trucks, it typically took two separate pours to reach the end of the formwork before it was reset uphill. Now we are ordering five cubic metres of paid concrete to do the side strips for the full length of the formwork, using CSOs with barrows to place it beyond the reach of the delivery shutes.

David Canini was hired on 9 October to carry out earthworks at the North Terminus area, including the backfilling of a long trench conveying electrical and communication conduits and a water pipe. The pipe is now connected, assisting the cleaning of the concreting gear. The pits and conduits are for future underground electrical supply to the No.3 substation.

David placed a large quantity of broken concrete in the 'four-foot' of the track to be concreted. This will make our poured concrete go further. On 15 October a further six and a half metres of surplus concrete arrived

just after we had finished off five metres of purchased concrete. It was a very busy day indeed.

Workshop and maintenance

Bill Parkinson deserves mention for a great effort on Wednesday, 5 October. Four of our regular traffic trams were out of service requiring attention, and before lunch he had attended to all three.

Sydney R1 1979 had a compressor malfunction, Sydney R 1740 had a faulty circuit breaker, and by chance, it was noticed that Melbourne Y1 611 had badly worn carbon inserts which had to be replaced immediately. All three trams were available for service by midday.

Melbourne Z2 111, which had to have a trolley pole replaced, was ready for service by 2:00pm.

Website assistance required

The Museum website team are calling for an interested person to help with the maintenance of the museum web site. This person will work alongside the current website maintainers, helping spread the work around.

While knowledge of how to create web sites and HTML is not required, such knowledge will greatly assist with the role.

Ability to use Photoshop or similar image editing tool will be required as a major part of the role will be preparing submitted photographs of museum activities for display on the web site.

Basic instruction on how to use the museum's 'WordPress' website will be provided.

Interested persons, please contact Matthew Geier matthew@sydneytramwaymuseum.com.au for more information.

Website problems

The web hosting provider is having ongoing problems with their server and as a result the museum web site has had a number of short outages over the last couple of weeks.

Over the 7 days to 11 October the site has only had a 92% availability. It should be nearer 100% available – it is not a complex site or particularly large.

Investigations on the provider side are ongoing.

Cap badges

Due to the small number of cap badge orders received an order cannot be economically placed. Badges are not restricted to traffic staff and can be ordered by all Members and Friends. The cost is dependent on the number of badges ordered.

Badges are, of course, re-lettered replicas of 1940s and '50s tramway cap badges.

Orders can be placed with Ian Heather on email mgheather@hotmail.com, or telephone 0404 014 098. Orders should, of course, include your membership number and contact details.

Contributors to this issue

Ian Hanson, Ian Heather, Matthew Geier, Richard Jones, Hayden Holmes, Michael Giddey.

SPER NEWS

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

PO Box 103 Sutherland NSW 1499

Editor: Robert Merchant

A Merry Christmas to One and All

We welcome the following new Friends to our ranks:

2872	Jeal, Gareth.C	Blaxland NSW
2873	Jeal, Harrington.T.	Blaxland NSW
2874	Jeal, Cooper.M.	Blaxland NSW
2875	Lawrence, Mark A.	Mt Austin NSW
2876	Park, Mike	Cambridge UK
2877	Carnevale, Christopher	Glebe NSW
2878	Cowper, John F.	Balgowlah NSW

Two special visits

On Sunday 6 November, we had two visits by the Heritage Express steam train hauled by 3642 from Central. We had 450 passengers visit the museum on the first trip at 10:03am and 165 on the second trip at 2:36pm. And this was on top of those who visited the Museum directly as it was also our normal Sunday operating day.

Each train trip entailed making two trips of our coupled O cars 1111+805 full of passengers to the Royal National Park and return and allowing visitors to look through the Display Hall, all within the 1½ hours allowed for each visit.

Also on the day we tried to maintain our normal operating schedules to Sutherland and Royal National Park for our other visitors.

Such an operation requires many members and we had over 20 members volunteering to assist with marshalling the train passengers from Loftus station, in the Display Hall as guides, traffic crews, and for the bookshop, kiosk and second-hand bookstand.

A great effort by all concerned.

New Grants

(a) – Fire Sprinklers – South Shed

A grant application was lodged in April 2016 with the Department of Primary Industries-Lands for financial assistance through the Public Reserves Management Fund for the provision of fire sprinklers in our new south shed. The amount sought was \$26,000, of which the sum of \$13,000 was provided and deposited in our Tramway Museum Fund account in November 2016. Works need to be completed within 12 months. Three quotes were required, which varied greatly in amount, with one being more than double the grant sought, whilst the other two, which also varied significantly were closer to the grant sum sought. Richard Clarke will pursue this task with his recommended tenderer. Overall costs, including plumbing to connect to mains supply are expected to be at least double the grant amount, so members will be asked to assist with donations towards this project, along with the installation of a security system to deter would be intruders.

(b) – Freight car 24s

In early August, after discussions with our Chief Engineer, Richard Clarke and Workshop Manager, Bill Parkinson, Board approval was obtained for a grant application to be submitted for the return to operational condition of Freight Car 24s. Advice was received that this could be accomplished within the time limit of 12 months that was a pre-condition of the grant.

A work list was put together outlining the various jobs to be completed. These included obtaining cabling for the complete rewiring of the car, lifting of the tram and removal of the bogies for complete overhaul of motors and bogie components. The interior of 24s required a complete repaint especially due to the existing heritage paint. Quotes were obtained for material required and estimates for unknown costs were produced. Estimates of the time required for each part of the restoration were also needed to be included in the application together with an itemised budget.

Consequently a grant application was submitted by the deadline of 31 August for a total of \$9656. Advice was received that to be successful a grant application would also require some 25% of additional funding (\$2500) from the Museum members as donations to the project. Hopefully we will be able to count on donations from members and friends to assist with this project. The total budget that was submitted with the application amounted to approximately \$21,000 that included the value of volunteer hours committed to the project.

Advice was received by the Museum in early November that we had been successful with the application for the return to operational status of Freight Car 24s. This was followed on 19 November by a workshop held at Technology Park, Eveleigh, where three speakers outline various grants that could become available and the best methods to obtain these grants. This workshop was attended by Martin Pinches and Peter Kahn who found that the presentations were extremely interesting and would assist with applying for any further grants that may become available next year.

The workshop attendees then moved from Technology Park to the Bus and Truck Museum at Leichardt by vintage double deck bus AEC #2338. A grants ceremony took place with all the recipients being presented by NSW Parliamentary Secretary for Transport, John Sidoti with a certificate outlining their grant. Our certificate was accepted by Museum Chairman, Howard Clark, Martin Pinches and Peter Kahn. Light refreshments followed and that allowed much discussion with other groups.

24s history

Freight car 24s was designed by the NSW Government Tramways to carry freight between the

tramway workshops and various tram depots and per-way works locations on the Sydney tramway system. It was built in 1903 on McGuire maximum traction trucks, possibly from a scrapped F class tram. Originally the 25ft body was fitted with open driver's cabs and 2ft long trays extending on bumpers beyond the aprons to carry hardware. It was fitted with balcony type extended driver's protective windscreens in August 1911 and added just over half a ton to the weight of the tram.

It was stored at Randwick Workshops around 1939. 24s was prepared to re-enter traffic during World War II and again in 1949 but the lifting of petrol restrictions in December 1949 allowed it to be replaced by road vehicles. 24s was set aside and donated to SPER on 22 December 1955 in a poor condition. The car was delivered to Loftus on 20 March 1957 in a derelict state, and was progressively restored over a few years. The body was finally restored to its current display condition in May 1997 and the tram painted. However restoration still needs to be completed below the floor and in the driver's cabs.

As can be seen Freight Car 24s is an extremely historic tramcar, introduced at the time when there were no motor vehicles to undertake the duties outlined. It is believed that there are few if any tramcars extant with McGuire maximum traction bogies anywhere. It is therefore a prime candidate for the upcoming restoration.

Restoration of 24s commences

Project & Workshop Manager, Bill Parkinson, did not waste any time in starting the work. On Saturday 19 November 24s was transferred from the Display Hall into the Workshop. On the following Wednesday Terry Thomas, Warren Howlett and Bob Cooper removed the #2 crane jib that had been badly damaged many years ago. The hydraulic press was used to straighten the damaged sections, a difficult job that required the use of the overhead crane to manoeuvre the heavy jib into the press a number of times to complete the work. The jib was then reinstalled onto 24s after the application of lubrication into the joints.

On Wednesday 30 November Frank Cuddy commenced the work to install new wiring into the interior of the tram. After the removal with difficulty of a shelf and cupboard (the screws of which had probably not been removed since the tram was built), Frank started the removal of the cable trough covers. Again these had been in place since 24s was constructed.

Track and associated work

The concreting of the track up Army Hill has reached within 3 metres of the new Waratah Loop South points and the short infill rails previously left out to avoid expansion problems were cut in and welded on 12 November. Unfortunately two of the welded joints broke after the rails contracted during the cool of the following night. These were expected to be re-welded on 3 December with the final concrete to complete the track on the hill to follow shortly afterwards.

The mechanism for the new points was made in-house by Mike Giddey and was installed along with a new tread plate cover. A track drain near the gate across the track was welded into place and the check rail installed by CSO welders was lowered to its correct height by using the 'Jim Crowe' rail bender as a giant G clamp. Broken concrete was barrowed down to the track still to be concreted to make the new concrete go further.

On 9 November we received five cubic metres of surplus concrete. When Ian Saxon rang Concrete to let them know

that we were ready for concrete, the guy asked "How much?"

The first truck arrived at about 9:15am (0.4 m) then the next at about 10:00 (1.1m) and the third at about 11:00am (3 m) with the last about 2:00pm (0.5 m). Mike and Ian had to ask Dick Jones to assist as the 3 m was going off and we had to shovel about 1.5m forward.

On Wednesday 16 November four trucks of surplus concrete had arrived by around 11:00am. Ian and Mike had to call for assistance again, with Craig Parkinson and Dick Jones arriving to help. As they were finishing off the concrete a further truck arrived. In all over five cubic metres of surplus concrete was laid on the day.

Many thanks to the infrastructure team and helpers on these days.

Final concreting will be done with surplus concrete on the south points loop track. Efforts will then move to the north end to finalise the waiting shed track and platform.

Planning has begun on the next section of track requiring renewal, which will be from the current depot points heading south one pole past the current south gate. This will require taking the National Park line out of use for a few weeks.

This can be completed faster if we have donations to cover the cost of a concrete pump and concrete. This would allow us to concrete the 65 metres of track in one shot, thus reducing the amount of time the National Park line is out of use.

Infrastructure works

During this period Tom Tramy moved a stack of pointwork clear of the site required for the new waiting shed (see below) and positioned two Sydney No.12 bogies recovered from the old site fire. As the frames were distorted it was agreed that they could be sold to Warringah Council to go under their R car for future display at the old Narrabeen tram terminus. They were collected on 18 November and will be shot blasted and painted before being placed under the Council's tram.

These bogies were originally purchased by the museum from Baldwin's of Showground Road, Castle Hill, manufacturers of locomotives for the cane and mining industries. They were collected in the early 1970s by Mike Giddey and former member Doug Keech using a two axle car trailer and Doug's Land Rover.

Also some of the fire damaged W2 bogies were re-stacked to improve clearance for vehicles in the yard.

On 16 November Keith Jones of Dorrigo Steam Railway and Museum loaded the AI&S scrap buggy No.7 with a hired crane onto his semi for transport to Dorrigo.

The replica sprinkler car is to be re-located into part of the substation yard to leave the yard clear.

George Street rail

We have received confirmation that the first shipment of tramway grooved rail from George Street near Haymarket was expected to be delivered to Loftus from Moore Park by the Sydney Light Rail Project on Wednesday, 7 December. The rail has been cut in 3-metre lengths (less likelihood of twisting during removal) and between 12 and 15 will be in the first shipment. Thanks are due to Alison Boston and Steve Montgomery from the SLRP team for their support and assistance. Danny is hopeful that we will obtain enough grooved rail to eventually relay Tramway Avenue from our Miranda waiting shed to the scissors crossover. The first truckload of rail will have been received by the time you read this.

Developments at North Terminus

As many will appreciate Sydney Trains – Heritage section, have undertaken major works on the restoration of the former railway substation building there and adjacent to our north terminus. This has involved contractors removing debris and rubbish from within the building, replacing the roof tiles, facias and asbestos sheeting, removing the old guttering with vegetation growing from it, and installing replacement guttering and drainage, restoring windows and vents and a full repaint inside and out in heritage colours.

A heritage use for the building required to be developed and heritage architects provided advice on potential uses for the building. In the context of its history from being one of the earliest substations built for the new and developing electric railway system, a heritage theme in this context was considered. Our Museum has one of the few remaining rotary converters left in the country, originating from the Kogarah trolley bus system which closed in 1959, along with other associated equipment. This is similar to the substation equipment which was originally installed there. Richard Clarke supplied historical data concerning the Sutherland substation, including interior photos. Thus a substation heritage theme seemed the logical and recommended future use for the building.

We are working with Sydney Trains Heritage to progress the substation display theme and to see the rotary converter and associated equipment installed for display purposes as the primary theme. A secondary theme is to have a ‘hit you in the eye’ visual exhibit at the visitors’ entrance. The restored Melbourne grip car and trailer were small enough to fit within the constraints of the building (which for heritage reasons did not permit removing the floor above the original substation underfloor cable and ventilation cavity) and seemed ‘fit for purpose’, so it is planned they will move there, along with some signalling displays yet to be discussed and agreed upon.

Works have also progressed within the building with the installation of an amenities pod, consisting of male and female toilets and a wheelchair accessible toilet, with a staff amenities section and lunchroom facility above. In recent weeks, developments have taken place on our adjoining site, with much cleaning up of the area (see elsewhere), preparatory to our Army Hill track being completed and our trams again terminating there.

Years ago, Mosman Council donated the former Parriwi Road waiting shed to us (in CKD form) which we always intended would be rebuilt at the north terminus. In much the same way as our Miranda waiting shed at Pitt Street became a ‘grandfather’s axe’, almost all of the re-erected structure has been erected using new materials as the original material stored in our YMCA building was unsuitable for re-use. Only the original heavy timber longitudinal seat and some backing timbers are suitable for re-installation.

A concrete path has been laid from the waiting shed to the proposed new fence gates at the substation to facilitate easy access to the building. It is proposed that access for visitors to the site will only be by tram from our Museum site. We have at our north terminus a quantity of white railway station fencing ex John Holland from Miranda, which we are currently looking at with the heritage people to see if this can be erected along the edge of the path to help guide visitors. A clear opening has to be left to ensure the easement to allow Railcorp vehicle access is maintained during shut downs and other periods. A proposed lease of the premises from Sydney Trains is currently being developed by Sydney Trains. STM have needed to submit a joint DA with SRA as owners to obtain

Council consent to a change of use from Railway Purposes to Museum use. It is not expected that Council approval will emerge until early next year.

YMCA/Display Hall guttering and roof repairs

Contractors, S H Plumbing, arranged by Danny, have completed the next stage of the waterproofing of the two buildings, by the installation of new box guttering, downpipes and window cavity aprons between the two buildings. This cost was \$18,400 including GST which we need to cover from non-specified gift preferences. Hence, we will be looking to more financial assistance in the coming gift season to assist with this and then move on to replacing the time expired clear sheeting in the workshop. This expense comes on top of earlier bills totalling \$6,358 including GST for works on the YMCA roof and a roof access hatchway.

Overhead

The overhead department has received the go ahead to perform overhead work from the Rail Safety Regulator. This is great news as there are many tasks to be completed. We are continually working with the regulator and are subject to periodical compliance audits.

The frog pan at Railway Square Junction is needing adjustment and it will be moved northward to alleviate any problems experienced by some cars.

The remaining new poles on the Sutherland line will be commissioned, with a work day to be organised shortly to change over the bracket arms. Hopefully we will be able to complete this as soon as possible and it will mean all new poles will then be in service.

Preliminary planning for the overhead to be erected above the siding at the Sutherland terminus is underway. We will need two more poles installed first and also the terminal pole near the new waiting shed needs to be moved northward to allow the mainline to be extended.

Work continues in the workshop preparing pull off assemblies to be installed on the Royal National Park line which will alleviate any problems encountered on the curves.

Workshop and maintenance

In the Workshop, Warren and Terry have continued building the overhead bridging unit to carry the overhead under the roller doors in the workshop extension.

Rod Burland has finished the bodywork and painting of C 37 and has moved his efforts to repairing the entrance pergola to Lakewood Park.

The C car is not urgently required by Christchurch Tramways so it was displaced in the workshop by freight car 24s on 19 November. The car should be made operational next year. In spite of reports to the contrary, it does have traction motors in its McGuire maximum traction trucks.

Danny Adamopoulos and the Tuesday night crew have been working on new higher platform railings for our No 3 tower wagon.

On 7 November a large old guillotine was delivered and will take the place of the old trolley bus transformer when it is relocated from the workshop extension.

W2 392 has been placed back on its bogies after brake cylinder and rigging servicing. It was tested successfully on 22 October but will require repairs to rotten framing in at least one side panel. Frank Cuddy is sorting out unauthorised modifications to the lighting circuits made to the car while at Glenreagh. New hardwood drop centre steps were ordered for the car but they turned out to be 1.2 metres too short. As they say, measure twice, cut once!

Craig has completed the major restoration of AEC double deck bus 2619 which is now registered on vintage plates. It toured some of its old eastern suburbs stomping grounds on 4 December accompanied by Leyland 2617 from the Sydney Bus Museum.

HPOTS - Bushfire claims trams

A bushfire in the Cessnock/ Aberdare area on Saturday 5 November in the vicinity of the Hunter Plant Operators Training School at Cessnock (HPOTS) came very close to the open area where a number of trams have been stored for many years since they were acquired from the liquidator of the Newcastle Tramway Museum. At this stage the trams were spared and it was thought that they would remain unharmed. However, on Sunday 6 November a change of wind direction occurred re-invigorating the fire. As a consequence, the neglected and derelict bodies of LP 257, N718, O 824 and Melbourne W2 471 were consumed by the flames, along with the remnant body of W5 745 owned by another party. It had been planned to remove a drivers' cabin from 824 as a project for installation at Narrabeen, once works on R 1753 had been completed.

In addition, the remnant underframes of de-accessioned LP cars 298 and 341 which HPOTS had stripped to use for another purpose were also destroyed. The four old heavy duty timber jinker trucks mounted on former locomotive wheel and axle sets and upon which 257 and 718 were sitting were also reduced to a pile of ash and steel. The last cars to vacate the site for storage elsewhere were R 1798 (ex-Waverley Council) and W2 245. Cars previously stored there included W5 792 now being beautifully restored at Haddon after a stint at Glenreagh. R1 1980 (also ex-Waverley) was spared as it was removed in 2015 for storage inside a nearby shed to be restored for use at HPOTS.

Variotram 2107

Steps have been taken with Transport for NSW (TfNSW) to acquire Variotram 2107 for eventual preservation at the Museum. This was the last car to operate and was recommended by the operators as being the most reliable car. A team comprising Danny Adamopoulos, Howard Clark, Geoff Graham, Matthew Geier and Bill Parkinson met with representatives of TfNSW, CAF Rail and specialist transport company Deugro, to view the six trams (2106 had earlier been scrapped) and spares stored in a transport yard near Penrith on 9 November 2016. Our group later visited Mario's storage yard nearby to check on temporary access arrangements, should they be required. (Mario had advised that due to tight access at our Pitt Street entrance and elevation issues, unloading at that point would not be possible). Whilst this location was deemed accessible, it was later ruled out by Andrew Connell from Deugro on double cost movement grounds compared to extended storage at the current location, pending resolution of access and storage arrangements at Loftus.

TfNSW have prepared a contract for consideration and approval by the Board. Andrew visited Loftus two weeks later on 23 November, and agreed with Mario's assessment. He checked several alternatives, and ruled out all except one as not feasible for unloading such a long vehicle. The site suggested is adjacent to the front of our South shed, which will involve removal of an embankment and stone blocks stored in the vicinity. Our Civil Consulting engineer, Alan Wright is looking into the opportunities for extending the width at the back of our top shed so an access way remains parallel to our display

building and running shed. We are awaiting advice from Deugro on the logistics costs and additional storage involved, which will not be cheap, so if the enthusiasm for this acquisition remains, it will need to be backed up with those same people having 'deep pockets'! There are still a number of other obstacles to surmount and negotiate, particularly the spares issues as advised by CAF.

R 1753

Restoration works on this car at Cromer are nearing completion under the supervision of Eliza Halsey from Northern Beaches (formerly Warringah) Council and the local Men's Shed team led by Neil Brough. His group visited STM a few months ago to gain firsthand experience of operations and colour schemes, etc. The finished paint job on the car is stunning and a credit to Neil and his team. Richard Clarke arranged for a pair of fire damaged Sydney #12 R car bogies to be taken to a local shot blasting firm for cleaning and painting to go underneath the car when it is transferred to Narrabeen. Replacement axle box castings have been made by Camcast at Kirrawee to replace those melted in the RNP fire. Authentic destination signs made by Richard Jones have been fitted to the car and look great! Only numbers need to be made or painted on the car. New canvas door blinds were made by a Marrickville company to a pair supplied from the car, using the nearest tan colour available to the original, which are a slightly lighter shade. An issue unrealised at the time by Howard Clark when he supplied the sample pair, was that there are different pairings with the slots cut in the canvas at different heights to accommodate the need for the centre steel lower guide bars to fit above and below one another at the centre window panel. This required Neil and his team to make some hasty repairs / (extensions) to the length of the slots in the canvas to fit the door blinds. This has been a nice project for us to assist with and will see another one of the Rozelle vandalised cars restored as 'fit for new purpose' as a coffee venue.

P 1729

Works have progressed at Ferrymead by HTT, mainly with acquisition and manufacture of components for the two new bogies, including 'bottle screws', and brake hanging gear. Bendigo Tramways have forwarded four GE 247 motors belonging to STM to HTT for fitting in the trucks, and four brake shoes ex our stocks are also on the way for test fitting in turn to each of the three trucks. This saves the additional transport costs when fitting these can readily be done when the trucks arrive here in due course.

Launceston 14

Bendigo tramways have fitted the muslin and canvas to the repaired lower roof, and applied navy dressing at each stage. A visit was made by Hugh Ballment, Warrington Cameron and Howard Clark to Bendigo on 30 November to check on these works and determine next steps with the works and to work with John Binns and his team in Launceston to prepare for other coach work needed on the car next year. Meanwhile the Brill Winner seat frames for the car have all been shot blasted and given a 'two pack' coating of dark Brunswick green. Tony, the same upholsterer who did the seats for Y1 611, is working on reupholstering seat bases and backs for the car. As ex-Victorian seats are being used, Hugh determined that upholstered seats will be used rather than meeting the additional expense of making timber seats as were originally in the car, when these authentic examples are preserved on other cars at the Launceston Tramway Museum.

R 1808

MOTAT Auckland have given notice that they do not intend to exercise their right to extend the lease on the car when the lease is up for a five year renewal from February 2017. As many will know MOTAT acquired two additional 'big W' cars from Victoria a couple of years ago and these are seen as the future of operations there, along with another W6 car and a W2, plus their Auckland and Wellington cars. Arrangements need to be made for it leaving Auckland no later than 31 December 2017. In view of this development, a new and separate lease for the continued use of ex-Melbourne grinder 3 will need to be drawn up. MOTAT have an obligation to pay the repatriation shipping costs of the car to STM. Alternative uses for the car are currently being explored.

Grounds update

Ian MacCowan, who has been keeping our grass and lawns in good shape, has moved to country Victoria. Vic Solomons and Peter Warr have been active with the lawnmower. Thanks to Vic and Peter for taking on these additional duties. Vic and Greg Cluett have been assisted by Peter Butler to keep the rubbish and recycling items under control. It is just another thankless task that has to be done. If any member or friend can make themselves available there is always plenty of work to be done around the Museum grounds and also in cleaning our operational tram fleet. Any volunteers please contact Vic Solomons.

Website problems

The final stage of this process is now happening. In theory you should see nothing other than a slight increase in site responsiveness. (The new web host is faster, and in Sydney instead of Tokyo). It should look and feel the same as the old. However these transitions have timing issues or race conditions. For a short while it will be random (depending on a large number of completely independent factors over which we have no control) whether you will get directed to the old or new web host. The 'problem' should have sorted itself out by the time you read this. Going forward we should see far fewer interruption to the web site hosting – it's now being provided by a large tier 1 provider based in Melbourne who also has a large presence in Sydney. That said, the new provider notified us of an outage, now past. They were moving their equipment from one data centre to a new larger one down the road in Alexandria.

Vacancy – Museum Secretary

John McFadden has tendered his resignation as Secretary of the Co-operative Society to the Board and the Board is looking for a member to replace him. John has indicated he is willing to continue in this role until the end of the Society's current financial year, 31 March 2017. By then he will be 75 years old and considers that at that age it is time to hand over to another member. Any member interested in becoming the society's secretary please contact Chairman Howard Clark on 0409 719 159 or John on 0400 310 630 or email rainbowj@bigpond.com.au. John will provide a list of duties and some guidance in carrying out those duties. The Board notes with regret John's decision and wishes to place on record its thanks to John for his long years of service, both as a Director and then continuing further as Secretary. His services and counsel will be sorely missed, and we wish him well for the future. It is very pleasing to learn that John plans to continue with his role in handling banking duties and with crew medicals. Thanks, John.

Cap badges

Due to the small number of cap badge orders received an order cannot be economically placed. Badges are not restricted to traffic staff and can be ordered by all Members and Friends. The cost is dependent on the number of badges ordered.

Badges are, of course, re-lettered replicas of 1940s and '50s tramway cap badges. The prongs on the new cap badges are long enough to adequately fit through the holes in the caps to enable the clips to be fully attached.

Orders can be placed with Ian Heather on email mgheather@hotmail.com, or telephone 0404 014 098. Orders should, of course, include your membership number and contact details.

Special Event

The Australian Railway Historical Society (NSW Division) will be visiting the museum on 11 December to celebrate the 90th anniversary of the electrification of the Royal National Park line. They will be arriving on vintage electric train F1 and will spent the afternoon with us.

For Christmas:

From the Museum Shop's bulk stock:

"SHOOTING THROUGH" the DVD on Sydney's (and Newcastle's) trams of yesteryear (170 minutes)
\$34.95

"TRAMWAYS OF SYDNEY" by David Keenan – New reprint (originally published 1979), all about Sydney's trams 1861-1961
\$26.95

"BONDI TO THE OPERA HOUSE, The trams that linked Sydney" by Dale Budd and Randall Wilson - now reduced price (from \$39.95)
\$29.95

"THE TRAM TO BONDI BEACH" by Libby Hathorn, illustrated by Julie Vivas, something special for your grandchildren (aged around 5 to 7)
\$14.95

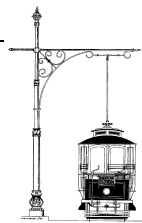
"STEAMING DOWN ARGENT STREET" by Ken McCarthy – published 1983. The story of Broken Hill's trams
\$9.95

"COMENG" by John Dunn - Volume 1 (1921-1955), A history of Commonwealth Engineering - Reprinted 2010, (original price was \$59.95)
\$39.95

Visit the museum shop any Sunday or Wednesday to see what else we have and for your purchases. If ordering to send by post, please telephone Peter Kahn at the Museum on Wednesdays between 10:00am and 3:00pm (9542 3646) or on 0403 472 341 or 9665 3820 (home) or email: peter.kahn@bigpond.com or write to Peter at the Museum: PO Box 103 Sutherland NSW 1499 to obtain an estimate of postage costs. For mail, etc. orders, we accept cheques and Visa/Mastercard credit cards.

Contributors to this issue

Ian Saxon, Ian Heather, Matthew Geier, Richard Jones, Hayden Holmes, Michael Giddey, Martin Pinches, Howard Clark.



SYDNEY TRAMWAY MUSEUM

Owned and Operated by the Volunteers of the
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5 December 2016

Gift Appeal - Capital Works - December 2016

Dear Members and Friends,

This has been a busy six months for capital works, all of which have required substantial funding. We are most appreciative of the few who have contributed significant sums to allow these works to be funded. Works have included the erection of a new security fence and gates along our Pitt Street boundary at close to \$40,000, track concreting and earthworks on Army Hill in excess of \$20,000 (supplemented by delivery of much surplus concrete), and around \$25,000 on roof works (new guttering and downpipes, etc.) to waterproof the display building and the YMCA building. Further funds are needed to replace rusted gutters on the running shed side of the building and replace the time expired fibreglass sheeting in the workshop, estimated at another \$10,000, and \$6,000 to erect new poles on both our Royal National Park and Sutherland lines.

A grant of \$13,000 has been made towards installation of fire sprinklers in our south shed which is expected to cost double this, along with improving security measures there.

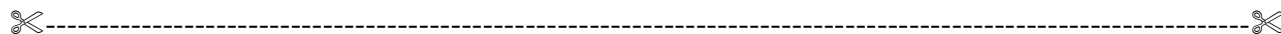
We are most grateful for the generosity of many towards these projects, however we are again calling upon your further generosity to assist with ongoing projects or your own preferred project.

If you are in a position to assist with a gift, it will be greatly appreciated. Please indicate your preferences in the space provided below.

Thank you.

Kind Regards,
Yours Sincerely,

Howard R. Clark OAM
Chairman



NAME: _____ Membership No: _____

ADDRESS: _____

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

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

Card No:

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

Signature: _____ Preferred Project: _____