

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 – 26 February

We welcome the following new Friend to our ranks:

2879 Townsend, Blake Sutherland NSW

Special visit

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

New Instructor / Supervisor

On 16 December 2016, the Training & Assessment Committee appointed Scott Curnow as an instructor / examiner for tram crews. The need for an additional instructor / examiner was to speed up the re-assessment of tram crews for Army Hill and for our 5-year re-assessments of tram crews.

The examiners now are:

- Terry Boardman;
- Scott Curnow;
- Hayden Holmes;
- Geoff Olsen;
- Bill Parkinson, and
- Mick Ward.

Overhead

Glenn has been working on new side arms for the replacement poles on Sutherland line. There are six to be done, and he has arranged a work day for 27 January for this to be carried out.

Glenn is still waiting for a few issues to be resolved with the regulator, so is still unable to do most overhead work.

Danny, Chris and David continue to work on the platform railing height modifications for our No. 3 tower truck required by the regulator, and it is nearing completion.

Also, preliminary preparations are under way for erection of trolley wire above the new eastern track at our Sutherland northern terminus.

Track and associated work

We had David Canini on site 3 December 2016 to complete the breaking up of concrete on part of the eastern track at the northern terminus (The future Waratah Loop). This section had been

concreted to the incorrect finished levels. The broken concrete did not go to waste as it was taken downhill to partly fill the '4 foot' of the track on Army Hill, making the poured concrete go further.

The last 12 metre panel of the western track in front of the new waiting shed was lifted out of the ground and dismantled. The old timber sleepers will be re-used as formwork while the two rails were de-scaled over the next week to remove clay and laminated rust that had built up from being buried in clay. David dug out the dirt and clay down to the level of the roadbed and moved it, one bucket full at a time, with his machine and placed the spoil alongside the track on the hill that has already been concreted. A lot more fill will be needed to raise the external ground level to track level.

Transport for NSW contractors built the new waiting shed and ran a conduit for lighting purposes from our supply near Pole 365. David re-opened the trench and we laid additional conduits so 240 and 415 volt power outlets can be provided in the waiting shed to facilitate further welding work in that area. Some minor finishing works to the shed, which is a replica of the one originally located at Parriwi Road on The Spit line, are still to be completed, such as fixing the seat permanently in position.

On 7 December the two welded rail joints that broke at the new points due to contraction of the steel were re-welded. On Saturday 10 December we re-set some formwork in time for the arrival of 3.6 cubic metres of purchased concrete. This was the final pour to allow trams on the hill to run over the new right hand points and enter the north terminus yard on the western track. At this stage the eastern track can be regarded as an unwired siding. Some further surplus concrete was laid on the curve to the eastern track near the gates across the tracks.

On 14 December, Mike Giddey and Dick Jones took ballast motor 42s over the points and into the terminus area. This was the first tram there for over two years. At this time the partially completed replica sprinkler car is on the western track blocking access to the waiting shed. It is planned to re-locate it to the eastern track as soon as possible and later into the railway substation yard.

On Wednesday 17 December, Ian Saxon and Mike Giddey rang Concrete as usual to let them know that we could take any surplus leftover concrete. At lunchtime a huge 5-axle truck arrived with a full 8-cubic metre load. The driver said that one of the big projects ordered the load and then realised that they had specified the wrong strength concrete. By the time they rang up to modify their order it was on the truck and driving out the gate of the plant. They had to pay for it plus a disposal fee. That was an expensive mistake for someone but a real bonus for us.

We completed the '6 foot' between the new points and the old concrete crossing in the terminus area and much of the side strip and '4 foot' on the eastern track from the points to the crossing.

Ian and Mike called for urgent help from the Workshop and scrubber 134s arrived with reinforcements in the form of Bill and Craig Parkinson, Dick Jones, Bob Cooper, Greg Sutherland, Tom Tramby, Bob Cooper, Andy MacDonald, Vic Solomons and Peter Warr.

High strength 40 mpa concrete sets quickly and we struggled to finish it before it set. In the end we achieved a satisfactory finish.

134s did some track scrubbing whilst there to clean the rail surfaces of crushed concrete and rust.

The two rails from in front of the waiting shed were fish-plated back onto the existing track. Ian and Mike installed tie bars to gauge the track.

Tom Tramby used the No.3 forklift with jib attached to lift two 5-metre lengths of rail from the rail stack. These were positioned at the northern end of the re-laid 12-metre track panel and the two joints were welded. This marks the first actual extension of the track at the terminus beyond the original end of track.

Workshop and maintenance

In the workshop work on W2 392 has stopped while we find a suitable contractor to repair the rotted timber framing in one of the saloon side panels.

Freight car 24s is to receive a replacement air compressor as the original is incomplete and of a type different to everything else that we have. A floor mounted General Electric CP27 has been stripped down and is being overhauled for the car by Bill.

Some problems were encountered with the recently completed AEC double deck bus 2619 which looks immaculate after Craig's extensive overhaul and restoration. A small air leak was found in the fuel tank causing problems. A replacement tank was fitted to correct this problem. It then became apparent the fuel pump was not providing enough fuel for steep climbs. A worn part of the pump was built up with weld and it is now working properly.

Grounds update

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.

Andy continues the good fight against the ever encroaching weeds and Vic regularly cleans out track grooves and lubricates the check rails and points. He has been assisted in this work by Peter Butler.

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. Would any volunteers please contact Vic Solomons when you arrive at the museum on Wednesdays or Saturdays.

Wynyard York Street escalators

The four escalators at the York Street entrance to Wynyard Station were shut down on 2 January and are to be replaced in the coming months. Two similar escalators at Town Hall Station will also be replaced this year.

These have heritage significance and it is said that three of them were originally installed at the new tram terminus at Glen Street, Milsons Point in April 1924 to serve tram transfers to train and ferry before the Sydney Harbour Bridge was built.

They were installed at Wynyard by August 1931 and faithfully served the Wynyard York Street commuters since the station opened in 1932. The fourth escalator (no. 3) was added to the York Street bank in the 1950s and the original three were replaced at that time to match. This bank of four wooden escalators are a rare surviving example of operational wooden railway '48SA type' Otis escalators. They, along with the two Town Hall wooden escalators, are unique in Australia and rare worldwide.

It is understood that the heritage wooden components and the Otis step plates will be preserved with some to be displayed on the Wynyard concourse, while others have been offered to Sydney Tramway Museum for eventual display. Overall, this is positive development for preservation heritage.

Name badges

It is proposed to place an order for some more name badges, subject to sufficient orders being received.

Cost is expected to be around \$10.00 and they would be in the same style as the present name badges. At the moment there are requests for two.

Please advise Peter Kahn on phone 9665 3820 or 0403 472 341, or peter.kahn@bigpond.com or at the Museum on Wednesdays.

Please note that Peter is away from 20 January until 10 February.

Contributors to this issue

Ian Saxon, Howard Clark, Glenn Killham, Michael Giddey, Peter Kahn.

SPER NEWS

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PO Box 103 Sutherland NSW 1499

Editor: Vacant – Acting Editor: Robert Merchant

Back to Brisbane Day – 9 April

We welcome the following new Friends to our ranks:

2880	Hardy, Jayden J.	Caringbah South NSW
2881	Kikuchi, Sohtaka	Neutral Bay NSW
2882	Taylor, Brian A.	Russell Lea NSW

Forthcoming Events

April 9 – Back to Brisbane Day

April 13 is 48 years since Brisbane's tramway closure.

The Museum will run regular services this day, but using our three restored Brisbane cars (548, 295 and 180) as the service cars. Can you source, replicate and wear a Brisbane Tramways uniform? Do you have a classic 'Foreign Legion' style tramway cap? Do you own or know someone who owns classic late 1950s or 1960's cars? We would love to recreate a 1960s street scene – the last decade of the Brisbane tramways.

Saturday, 17 June – Fundraising Event – Restored Wurlitzer Organ, Allawah

Bob Cooper has a contact who owns and has restored the Regent Theatre's original 1920's Wurlitzer Organ at Allawah. This gentleman has graciously proposed holding a fundraising recital for the Museum at Allawah in June. The date is tentative, and numbers will be limited. More details will follow.

We have also discussed expanding the event to include a lunch or dinner. If anyone can recommend a Hotel or Club in the Kogarah / Allawah / Hurstville area let us know! We also need to organise a bus or coach as the recital venue is beyond a walking distance from Allawah station.

Weekend July 1-2 – 80th Anniversary of last Kogarah steam trams and first Kogarah trolleybuses

The weekend of 1-2 July marks the 80th Anniversary of the closure of the Kogarah steam tramway and the opening of the trolleybus system. The intention is to have a special day surrounding Trolleybus 19. We want to clean the bus up, perhaps if we have help, install as many seats as we can and have it on outside display. We then want to use the 1930s trams (R 1740, R1 1979, P 1497) to recreate that era. Being relatively close to Kogarah, we can use local and targeted electronic

media to generate patronage. We also would like to fill Tramway Avenue with vehicles from the 1920s and 1930s.

This year is also the 80th birthday of our Leyland 275 and member David Griffith's Leyland double decker is the same age, so perhaps we can expand the celebrations. Leyland 275 needs a tidy up, could do with a repaint of the roof as it is some time now that it was painted. However, with everyone's help, we could make this a real celebration of the late 1930s transport. Stay tuned on this one – we might just have a few more announcements to make!

September 16 – Photographers Afternoon and Evening

There has been strong demand for a repeat of the successful Photographers Evening held in 2015. Once again, we will be setting up 'still life' themes at various parts of the Museum with just a few tramway movements. Themes will include Edwardian Sydney, 1940s Sydney, Picnic in the Park and either Brisbane or Ballarat in 1960s.

One criticism of the last event is that many of the photos lacked people! So this is your chance to dress up and become involved. We will need as many Members and Friends as possible. Come in a tramway uniform or come in a period costume (you have plenty of time to organise it!). The more people we have on site the better we can cater for photographers. Do you know any groups that dress up? Edwardian, Steam Punk, 1940s and 1960s reenactors welcome. Also cars, trucks, buses and other road vehicles that can help recreate history.

October 15 – Back to the '50s Day

Back to the 1950's will highlight the later cars in the collection and can include Sydney, Brisbane, Ballarat and San Francisco trams. Trams typical of the late 1940s and 1950s will be in service along Tramway Avenue filled with 1950s cars – hopefully we can source some 'aero and space race' inspired U.S. auto designs. We need a Rock & Roll Band, 1950s cars, Rockabillys, Elvis' and anything else 1950s. Inspired? Let's turn Loftus back to the 1950s!

Vintage Tramway Festival

Event coordinator David Critchley reports:

The 2017 Sydney Vintage Tramway Festival will go down as one of the most amazing days in the Museum's history! Much of the morning there was a queue of visitors waiting to get in the gate, sometimes the queue stretch up Pitt Street almost to the rear entrance gate. None of us really expected to see that many people come through the gate, but it was fantastic to see. I would like to thank everyone involved in the day for meeting the challenges we faced and contributing to a really excellent outcome; just \$14 shy of \$17,000.

For the first time, publicity for the Event mainly centred around one platform: the electronic media and Facebook in particular. It proved a winner for us. With only a small bit of expenditure (\$200), we were able to reach a larger, more targeted audience than with traditional methods. Indeed our targeted reach with electronic media would not have been possible, nor affordable, with traditional media. Much of the credit for this goes to Mitchell Skillcorn, who really drove the use of paid promotion on Facebook. We have used Facebook in the past for 'unpaid' promotion and this has been successful, but not ever to this scale.

Additionally, we really saw a generation shift yesterday. The crowd was not the 'die-hard enthusiast' (although they were there) or the nostalgic grandparents with their grandchildren. On Sunday 26 February we saw young families, new enthusiasts, and highly pleasing, a strong multicultural turnout of Indians, Indonesians, Chinese, Malays, and not so noticeable were Europeans, particularly eastern Europeans and backpackers. I am pleased with this. These represent the new Sydney population we need to foster and turn into repeat visitors. We need to tap these communities, not so much with the heritage of the trams but with the location and facilities we have at the Museum.

The day wasn't without its problems and I acknowledge the fact that we were caught almost unawares of the large numbers of visitors. It placed a strain on all members working on the day as trams filled up with passengers even as they pulled up from their last trip. Hayden Holmes created an excellent timetable with the cars and crews available. We ran two trams on almost every trip, but had we had the resources even three trams on every trip may not have been able to carry all the passengers offered! Once again, thanks Hayden and all the traffic crews who persevered under exceptional passenger loads. You all operated our trams with safety, respect and good humour, and it was appreciated by our visitors. I should make a special mention here of Shane Parsons, a PETS and SPER member who flew in from Perth to help us out. It is great to see this enthusiasm and sharing of common interests that has grown between SPER

and PETS. Many thanks for your contribution, Shane.

The crew at the main gate did a mammoth job, with a team of just five members (Fay McCabe, Paul McDonald, Richard Jones, David Critchley and Josh Dreves) collecting the bulk of the \$13,000+ in entry fees. While Richard and Josh were pressed into traffic duties before 11:00am, Fay, Paul and David continued all day without a break, even calling on Fay's brother-in-law to go and get McDonald's for lunch as they couldn't leave their posts.

Peter Warr and Peter Kahn also did exceptional duty in the Museum's bookshop and kiosk, while stalwart members, Vic Solomons and Dennis O'Brien made a handy \$600 contribution from the sale of second and books in the Display Hall.

Also in for a 'baptism of fire' was our new Friend Taki Kikuchi, who is more used to working heritage trains. We gave him the job of supervising the Display Hall. Under the circumstances, he did a great job. It was a shame that he had to be left on his own as there were no other experienced volunteer members available to help him out on his first day.

To Ian Saxon, our OIC, must go a big vote of thanks and congratulations. You steered the day effortlessly, making good decisions under trying circumstances.

To our maintenance and restoration team, led by the amazingly talented Bill Parkinson, thank you for having all the trams ready and prepared. They operated faultlessly and are a credit to you.

Another unsung hero of that Sunday was our Secretary, John McFadden, who quietly went around collecting cash and taking on the unenviable job of counting and reconciling the takings. We appreciate your efforts John. Thank you.

Once again, the Engadine Rover Crew were on hand with the traditional Scout sausage sizzle. Over 500 sausages were ordered for the day and every one was cooked and sold, together with a thousand slices of bread and a few kilos of onions. Their queue was twenty minutes long in the middle of the day. Many thanks once again to the Crew for their assistance.

Finally, there was one vehicle missing on the day. Our magnificently restored double deck bus 2619 was to have made its public debut. Craig Parkinson has worked wonders with this bus and its finish, after six years of restoration, is second to none. Unfortunately a persistent mechanical fault kept 2619 idle yesterday, but this masks the fact that Craig has spent hundreds of hours, day and night, over the last few weeks trying to find and fix the problem. Alas, time got the better of repair and the bus will have wait for the next event for its debut. Thanks for your efforts Craig, I know you

were disappointed but the work you do is appreciated.

So now my friends and fellow enthusiasts, we have work to do. We need to build on the enthusiasm of 26 February, build our base of volunteers, return trams that have been idle for too long to service and complete the myriad of projects. We have more Events coming up this year and we need your help to make these a success. We need you to spread the word far and wide about this great Museum of ours. One big worry is that many of our visitors did not realise that the Museum is open every week (and it seems the unfinished YMCA facade contributes to that perception). We need to tell everyone we can that our Museum is open and not only for seeing the trams but also enjoying our unique facilities.

- David Critchley

Results of Festival advertising on Facebook

Background and range of advertisement

The Museum has had a 'presence' on Facebook for about five years now. After some unauthorised sites were started, the 'face' of the Museum has settled to just one site; that created by Andrew McCabe and currently managed by Danny Adamopoulos and Matthew Geier. It is also monitored and edited by David Critchley, Mitchell Skillcorn and Craig Parkinson.

This month, in addition to the normal Facebook 'event' creation, we undertook additional advertising for the Festival during February. This advertisement was set to run from 1 February to 25 February 2017.

Advertising targets

Our Facebook adverts were targeted to appeal to people who indicated their interests lay in the fields of Transportation, Heritage and Photography.

Further targeting was applied to appeal to parents with young children and teenagers, people looking for a weekend activity and tourists.

These ads were set to reach anyone who matched these interests in a 50km radius of Sydney.

During this period, four different photos were used to help ensure variety and avoid the situation where people would tune out due to seeing the same photo repeatedly.

Additionally, we used the comments section of Event to increase awareness of the trams in use and some of the facilities at the Museum.

Facebook results

The results of the adverts were as follows:

Event Responses: 841

Reach: 26,356 (This refers to the number of individual people who saw the advertisements.)

Over the course of the month, the Event page received a steady stream of viewers, averaging around 100 to 300 views per day. Some days were slow and received very little views, but these were minimal.

As the adverts were being delivered to people who indicated their interests had commonality with our Museum, a significant number of these people then proceeded to 'share' our Event. In effect, this meant, that in addition to the advertisement we paid for, we received additional FREE advertising to family and friends beyond the initial 50km radius set. This drove further views to our Event page, the Museum's Facebook page and the Museum's website.

By the conclusion of the advertising run, the Event page itself had a total reach of 138,500 people. In other words, 138,500 individual people viewed our Event page.

Cost

Total Cost: \$200.00. We had the ability to adjust how the money was spent. In this instance, \$200 was the 'Lifetime Budget' which meant we could be assured that no more than \$200 was spent and Facebook determined how much was spent each day to reach our desired outcomes.

Suggested improvements for future Events and advertising

Throughout the month, we gained huge amounts of feedback on how we can improve. The main points were:

Ability to buy tickets online.

This was an issue which came up frequently.

As the age of technology marches on, many people, especially parents, like being able to purchase tickets in advance, using electronic means if possible to help with budgeting. The lines that we saw at the Front Gate on the day would also help be relieved if we could pursue this option and it would also reduce the amount of physical cash required to be handled and held for varying periods at the most vulnerable part of the Museum.

Increase the range beyond Sydney, particularly to Wollongong and Newcastle.

The chosen geographical range focused mainly on Sydney, but we had views of our page from across the country and by interested parties from the United Kingdom, New Zealand, USA and Asia.

An increased budget would help to further our ability to promote our museum, its activities and events. As we are a great tourist attraction, this would help our international as well as domestic profile immensely.

Secure luggage storage.

We received many enquiries regarding luggage storage, particularly for people doing day trips from interstate or families with prams and many bags. This is particularly important for our Museum as the trams do not cater for prams, large bags, or other carry-on items.

This one isn't easily solved. Without increased staff numbers, lockers could be an option, but then the cost, installation and room for them, would be an issue.

Further advertising and the future

It is safe to say, based on visitor numbers that advertising on Facebook achieved and the resultant revenue received, we can be confident that advertising on the electronic media is an avenue we should pursue.

This was our first move into paid electronic advertising on Facebook, and we would be looking at further refining and improving the way we advertise. We have learnt some valuable lessons from this exercise and we believe that we can further enhance our Museum's cyber presence.

Moving forward

Encouraging volunteering and recruitment. Based on this success, we should also be looking to use Facebook to help drive volunteering and recruitment, all created in conjunction with Museum procedures. Again, with further targeting and refinement, we can make sure we attract people who have a genuine enthusiasm for heritage transport and will meet the future needs and requirements of the museum. We can also use the tools to help target people with specific trade or other skills that could be assets to the Museum workforce.

Feedback from some of our visitors

(gathered from Facebook on 27 February)

"The collection is fascinating. I was moved by the photos of restoration and the passion of all the volunteers. It's also very nice to spend some time browsing the old magazines in the shop. Tourists can not only learn more about the past transportation in Sydney but also other parts of Australia. Highly recommended."

Huang Yen-Hsuan

"Had a wonderful time at Sydney Tramway Museum. The history of the trams plus the transport system back then. I was astonished about the tram routes around the city and suburbs. Wish they kept the tram system now. It cost more to remove it and even more putting the light rail back. Hopefully they put some old trams on the new tram lines again. But had a great time yesterday and I'll be back again. I might even volunteer as a

conductor or just be part of history in Sydney the tram system"

Daniel Varga

"The Sydney Tramway Museum is a great experience for young and young at heart with a great exhibit of Sydney's historic trams. Plenty of information on each tram too. Make sure you take a ride on the tram to and from the Royal National Park and grab a few things from the souvenir shop"

Chris Boyadjian

"We went to the Sydney Tramway Museum yesterday for the vintage tramway festival with 2 toddlers in tow. Everyone had a lot of fun! The highlight was definitely riding the tram to the national park!"

Alexia Canton

"Absolutely fantastic!!! Love that the kids can get in the old trams and look all around. Wonderful ride into the National Park! Great fun for the whole family!"

Anna Collier

One issue we repeatedly faced at the main gate was that visitors didn't realise we are open on a weekly basis and we repeatedly told people the Museum is open every Sunday and Wednesday. A few visitors said that the incomplete YMCA façade discouraged earlier visits since they believed that the Museum was still under construction!

- Mitchell Skillcorn and David Critchley

Overhead

Our Overhead Supervisor, Glenn Killham attended an Audit by ONSRR on the 30 November. An outcome of the Audit was that the regulator does not wish us to use Melbourne-style ears on our overhead – they formed the view that this type of ear is a contributing factor to the overhead accident. Glenn was requested to do an audit of our overhead to determine how many of these ears are in use and formulate an action plan for their removal. After this audit, Glenn can report that we only have two of these ears in use presently.

We may have a solution to the problem with the use of Melbourne ears. With the help of Bill and Craig Parkinson, Glenn has sourced some plastic plugs which can be inserted into the "wrong" end of the Melbourne ear clamp screws thus preventing them from being accessed from the "wrong" side. If it works, an SWMS / procedure will be formulated around it. Once approved, we can go ahead to purchase and use the ears.

We have been given full approval by the regulator to perform overhead work.

We have been able to use 99u for overhead work as the tower is complete. The modifications to the tower of our tower wagon are complete except for the second access ladder on the rear of tower.

Glenn is awaiting sign off by our chief engineer and ONSRR.

The remaining pole butts from the old poles on the Royal National Park line were cut off at ground level on November 16 – there is only one pole left to be removed.

Bill Parkinson has sourced a supply of overhead fittings from Melbourne and has received a quote. They will be very useful for future works and completing pull offs on the Royal National Park line. These fittings are \$15 each (we need 100) and are subject to use dependant on approval from the regulator as mentioned above.

Glenn has been working on prototype pull-off arms for the Royal National Park Line. Six have been completed and are ready to be installed when fittings are received.

Glenn has everything ready to go at the new Sutherland terminus, but will need one pole moved and another installed to erect the overhead over the second track. He will move the span wire across the terminus tracks at Rawson Loop to the existing electricity supply poles. This will make two overhead poles surplus and they can be repositioned near the new points and at the Sutherland substation in readiness for overhead to be erected at the terminus.

Glenn planned a works day with Danny on 27 January, a non-traffic day, to replace six bracket arms on replacement poles on the Sutherland line. Five of six were replaced but they ran out of time to complete the sixth.

It has been arranged for Engadine Fire and Rescue to remove as a training exercise some redundant poles on Wednesday 29 April.

The bracket arm on pole 337 on the Sutherland line was smashed by a fallen tree on Wednesday 8 March. It was replaced the same day with minimum disruption to tram services.

The overhead over the depot fan to the main shed has become slack. One of the poles is failing near Cross Street and this caused a strainer wire to loosen. The pole will be replaced as soon as possible.

The trolley drawbridge for the workshop annexe is ready to be installed. Glenn will liaise with those involved and have it installed soon.

Track and associated work

The February *Trolley Wire* referred to the new waiting shed constructed by Transport for NSW at our North Terminus as being a replica of the Parrawi Road, Mosman waiting shed on the line to The Spit. The new structure is actually a copy of our ex-Miranda waiting shed and is significantly different to the Mosman one.

The last two 12-metre rails on the western track in front of the new waiting shed were lifted out, the road bed was excavated by David Canini and the

rails were cleaned and de-scaled before being re-installed with tie bars.

The replica sprinkler car has been sitting on the western track for several years and was hindering access to the worksite. On 14 January the new points and the track grooves of the eastern track were cleaned and hosed out. Bill Parkinson coupled overhead line car 99u to the sprinkler car and towed it downhill clear of the new points. Using the wandering lead, 99u propelled the sprinkler car through the turnout onto the eastern track to the end of the concrete. This was the first movement of trams on that track. While 99u was there its tower platform was used to clear overhanging tree branches down Army hill and to carry the off-cuts to a pile in the terminus area awaiting mulching.

Craig has used the Fiat tractor and slasher to mow grass along the tracks on two recent occasions.

A stormwater pipe was laid from the waiting shed downpipe under the new track panel prior to concreting of the track.

Broken concrete removed from under the rails and sleepers of the eastern track was placed in the 4-foot of the western track to make the concrete go further. This was concreted with surplus concrete on 25 and 28 January, and 4 February, plus the side strip in front of the waiting shed.

A trench was excavated by hand down the 6-foot between the tracks for a future negative feeder with a pit and a cross bond installed to the eastern track. Threaded rods were set up across the 6-foot to hold the eastern track in alignment until it can be concreted.

On 11 February Danny purchased 2.3 cubic metres of blockmix concrete to finish two small areas on Army Hill and one on the eastern track that had previously only been concreted to sleeper level.

Back filling is now required to bring the surrounding ground level flush with the track level. It planned to complete this by end of March. The track has approval from our chief engineer for use once all the back filling is completed, otherwise is big step down, nearly 1 metre in some places, to get off a tram with the new regraded track.

Two pallets of bullnose bricks were transported north on ballast motor 42s and brickies sand and bags of white cement were purchased to allow Danny and Greg to commence laying the bullnose brick kerb in front of the waiting shed.

Some trams have already visited the new rebuilt terminus as our driver trainers familiarise themselves with the trams on the new track in preparation for driver training to commence.

Ian Saxon set up formwork for the side strip of the eastern track while Mike completed welding the track drain near the gate across the tracks.

On 18 February Tom Tramby moved pointwork with the No.3 forklift and, with the roller door of our No.3 substation open for the first time in years, used the forklift to move one of the ex-Kogarah oil switch cabinets out into the yard. Transport for NSW will have a contractor shot blast the unit for painting and future display in the former railway substation as part of a display of the ex-Kogarah trolleybus substation equipment.

Parts of the 4-foot of the eastern track opposite the waiting shed were concreted on 22 and 25 February.

A hand excavated trench has been dug downhill from an electrical pit near the new points for power and communications conduits and has to date reached halfway down the hill.

On 11 March surplus concrete was laid in the 6-foot near the waiting shed and will facilitate concrete truck access to the rest of the work area.

Workshop and maintenance

The platform of the No.3 tower wagon was placed back on the tower of the truck following raising of the platform railings to meet the regulator's requirements. Danny Adamopoulos, Chris Olsen and Dave Bennett carried out this work.

A contractor has renewed the polycarbonate (alsynite) panels on the roof of the Workshop, cleared the gutters and attached compliant anchor points for safety harnesses for persons working on the roof in future.

The old roof sheeting had been with the building since 1988 and were life expired. They had become very thin and dark and required the workshop lights to be on constantly. The new sheeting has made the workshop and lunch room very much brighter and will help save on our electricity bill. This cost was generously covered by a member's donation.

On 8 February, bus 2619 and freight car 24s were moved from road 9 in the Workshop to pit road 10 while W2 392 was moved over to road 9.

Some deteriorated shelving in 24s has been replaced by Warren, Terry and Bob, while Ed Terry has dismantled the brake rigging for cleaning and painting. A new air tank has been purchased and painted to replace the one on the car which has non-compliant concave ends and riveted construction. Frank Cuddy and Rod Saunders have been preparing controllers, breakers, switches and resistance grids for the car and Bill Parkinson has overhauled a floor-mounted GE air compressor and 6-inch brake cylinder.

Craig has still found on-going air leaks in the fuel system of bus 2619. He tracked this down to an air leak in the replacement fuel tank the he fitted recently to the bus. This time he had a local sheet metal works roll a new tank body and he transferred baffles, end caps and other fittings to the new tank.

Moves to head north

Multiple meetings have been held with Sutherland Council in regard to getting track laid as part of their Rawson Avenue works. We have progressed to the design stage with their stage 2 section and we will work in with them to lay our track with their road works. If all goes to plan we should be able to lay 100 metres of track as far as the Cronulla railway line overbridge.

We will have to work in with the Council's construction timetable and we will have a limited window to do the work. This will require funding to achieve such a rapid build. Though we have some funds tucked away for the Sutherland extension we will need more, so if you are able to assist with a little bit please let a board member know.

Secretary

John McFadden has stepped down from his position as Secretary and Mitchell Skillcorn has taken up the position. John will continue to handle medicals for traffic staff.

Mitchell has also taken on the position of Assistant Secretary (Website) from Bob Merchant. Bob took on this position when John McFadden took on the then new role of Medical Officer. Thank you, Mitch!

Roster Clerk

Col Rhodes has decided to relinquish his position as Roster Clerk after a number of years undertaking this important job. We are pleased that Warren Graves has volunteered to take on the position and we thank Warren for helping out. Warren will be asking for volunteers for the next roster shortly. Please help out if you can.

Thanks must go to Col for all the work and frustration that he has suffered over a number of years in undertaking this role.

Name badges

It is proposed to place an order for some more name badges in the first week of April, subject to sufficient orders being received.

Cost is expected to be around \$10.00 and they would be in the same style as the present name badges. At the moment there are requests for two.

Please advise Peter Kahn on phone 9665 3820 or 0403 472 341, or peter.kahn@bigpond.com or at the Museum on Wednesdays.

Contributors to this issue

David Critchley, Mitchell Skillcorn, Glenn Killham, Martin Pinches, Michael Giddey, Danny Adamopoulos, Howard Clark, Peter Kahn.

SPER NEWS

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

PO Box 103 Sutherland NSW 1499

Editor: Vacant – Acting Editor: Robert Merchant

80th Anniversary of last Kogarah steam trams and first Trolleybuses – July 1 - 2

We welcome the following new Friends to our ranks:

2883	Li, Gen (Samuel)	Newtown NSW
2884	Green, Mark G.	South Hurstville NSW
2885	Ross, Zoe	South Hurstville NSW
2886	Green, Samuel	South Hurstville NSW
2887	Green, Anna	South Hurstville NSW
2888	Green Jonathan,	South Hurstville NSW
2889	Green, Patrick	South Hurstville NSW
2890	Green, Tess	South Hurstville NSW
2891	Huang, Laura	Revesby NSW
2892	Hogg, Neil	St Ives NSW
2893	Rathlou, Simon	Bondi NSW
2894	Anderson, Georgiana	Bondi NSW

Back to Brisbane Day

We were fortunate to have good weather and a good crew for the 9 April Back to Brisbane Day special event but nobody could predict what the patronage for the day would be, so just in case, a special timetable was planned to cope with whatever eventuated. This timetable was designed to utilise the three Brisbane cars, 180, 295 and 548 operating in turn on a half hourly frequency between the Army crossing, the Museum and The Royal National Park, which provided a tram departing the Display Hall stop every 15 minutes. As OIC and issuer of the staffs, Richard Jones was kept busier than usual but he reported that was of no great consequence. The Board granted special approval for 295 to operate on the Royal National Park line for this occasion, which was well received. There was also a contingency to operate an additional Museum to Army Crossing tram if necessary but this was not required.

As it turned out, visitor numbers were slightly higher than normal and the amended timetable proved to be very popular both with visitors and our traffic staff. Revenue for the day was just above \$2100.

No doubt our attendance was affected by the Royal Easter Show and the Maitland Steam Festival as rival attractions on the day.

Queensland was represented by Museum Friend Stephen Tyrrell and his companion Shirley, but we were not aware of any other Queenslanders in attendance.

Thanks are extended to the traffic crew Greg King, Scott Curnow, Bill Parkinson, Bob Cooper, David Scott-Smith, David Bennetts, Geoff Graham, Barry Tooker and Steven Foster for keeping the trams running to timetable, to Vic Solomons, assisted by Dennis O'Brien, running the usual second hand book stand and to Peter Warr, who operated the Bookshop and Kiosk. In the kiosk, we had a customer who only had \$2 in cash and had to pay for \$10 worth of ice creams and drinks by eftpos, an example of the cashless society!

Peter Kahn did a sterling effort at the front gate. He manned the gate alone, armed with his conductors' bag, tickets and the now essential eftpos machine, from the beginning to the end. In fact, he had to be prised away from the gate after the last tram had departed, waiting for the legendary busload of coach passengers at 5:00.

Thanks are also due to David Critchley for his inspiration and arranging the event.

For some reason, the traffic crews were referring to OIC Richard Jones as "Clem" Jones, possibly because at the end of the day he shut down the trams!

Overhead

On 29 March Glen Killam and Engadine Fire and Rescue cut down and removed old span poles 331 and 333. They were back on 24 May to cut down old poles 343 and 345 near the Army Depot.

A work day was organised for 8 June, where four more failing bracket arms were replaced. That hopefully will be the last of this work for a while, so we can concentrate on other tasks.

Two more poles are planned for the north terminus, to allow overhead to be erected on the new east track. This is subject to final design of track, etc. and is long term.

Shorter term, the frog pan at Railway Square Junction needs adjustment as some cars dewire, but we are waiting on the use of the tower wagon as it is under-going modifications. As soon as the tower is available, the frog will be adjusted.

Work will also commence on overhead pull off wires towards the National Park once we get use of the tower wagon.

A failing pole in the depot near Cross Street has caused the overhead on the depot fan to become slack. This pole will be repaired/replaced as soon as possible.

Track and associated work

The museum's yellow tip truck has been busy collecting electrical conduits from the wholesaler at Kirrawee so that conduits could be extended down Army Hill to Army Crossing. These are for future electrical services and the trench was excavated by hand by a mix of CSO workers and museum volunteers.

This work needed to be completed before David Canini was engaged to fill the areas on each side of the Army Hill track to rail level for safety in the event that people had to alight from a tram on the hill.

On 8 April David used his machines to lift about 30 metres of the western track at Waratah Loop that was laid on old timber sleepers backfilled with mass clay. The excavated spoil was moved by Chris Olsen driving our yellow truck with its unique side tipping ability and deposited along the side of the track on the hill.

David and Chris teamed up again on 6 May. This time they moved dirt from along the side of the track near the first curve on the Sutherland line working back towards Pitt Street and transported it to Army Hill.

David is due to return soon to complete this work which involved moving a couple of hundred tonnes of spoil.

The rails lifted on 8 April have been descaled of rust and clay and have been tie-bared to gauge and all but two of the rail joints have been welded. The two middle joints have been temporarily fish plated to avoid expansion problems until concreting is well advanced.

Some old rails have been cut up to extend the track drain across the re-laid western track near the old concrete crossing at the top of the hill. The large pile of branches at Waratah Loop has been steadily reduced by the CSO workers cutting it up for disposal.

On 20 May, nine life-expired timber sleepers were replaced on the Sutherland line near the Army Depot working south. On 27 May a further 10 timber sleepers were replaced. On 31 May about four cubic metres of surplus concrete was received in four separate loads, two of which were black concrete for driveways. A gap in the 4-foot of the eastern track opposite the new waiting shed was concreted, along with some of the adjacent side strip, while the coloured concrete was used as filler for subsequent top pours.

Recovered rail from Kensington

The first load of about 19 tonnes of tram rail recovered from the light rail construction works in Anzac Parade, Kensington was loaded at Kensington on 3 May onto Craig's semi low-loader. It was unloaded at the museum on 6 May. This involved some re-arranging of existing rail stacks along the depot access track. A second load of rail was loaded on 11 May, unloaded on 13 May and stacked.

The contractor removing the old rail is happy for us to have it in long lengths as cutting it up into short lengths for the scrap dealer costs time and money and the scrap price for concrete encrusted steel is not very high.

Workshop and maintenance

Freight car 24s was moved to outside the Workshop side door on 22 March to be pressure washed prior to work commencing on the roof and under the car. It was moved by Bill Parkinson out onto the traverser by a low voltage wandering lead connected to one of its traction motors. This was the first time it has moved under power since at least 1947.

Some damaged shelving has been replaced inside the car, the replacement compressor has been fitted, resistance grids are being installed and wiring is in progress. The sliding side doors have received attention and now open much easier.

The GE67 traction motor from the first of the two Maguire maximum traction bogies was lifted out and dismantled for thorough cleaning. This included removing the field coils to remove accumulated gunk from behind them. The motor has been revarnished with air drying insulating varnish, new motor leads have been fitted and the motor tested satisfactorily.

The bogie has been cleaned and will now have all brake components and journals checked and any repairs

carried out before being painted.

R car 1808

MOTAT provided STM with notice at the COTMA Conference in Christchurch in October 2016 that they wished to terminate the lease arrangement for 1808 by the end of 2017. In part, this is due to MOTAT having access to a couple of additional W6 style cars for regular use. Negotiations have been rather protracted and final agreement was only reached on 29 May 2017 for payments to be made for 'wear and tear' and other issues to be settled. This also involved a visit to MOTAT by Howard Clark with representatives of Christchurch Tramway (CT) to inspect the car.

It is pleasing to advise that agreement has been reached with CT for 1808 to be leased to CT from around October 2017 on more advantageous terms than previously. CT now require a larger tram than the original intent to lease C 37, which will now remain at Loftus. It is expected that 1808, which is in need of a full repaint after seven years at MOTAT, will move to Christchurch later in the year.

It is desired that THS, Ferrymead will quote for repainting the car. There is no certainty 1808 will remain in green and cream colours as a red base is currently favoured. STM have provided photos of R 1925 in the 1954 Royal Visit colours, and if it is to be repainted in a scheme other than tradition, this may be acceptable; however CT will have the final say to fit in with their tourist needs.

Grinder 3

This car which went to MOTAT in 2013 is no longer required by MOTAT, and arrangements have been finalised for it to be returned to Loftus near the end of July 2017, at MOTAT expense. The car has been fully refurbished and will make an impressive exhibit in our display hall.

Other activities in Christchurch

Other activities in Christchurch involve our Restaurant tram 411 being taken out of service for three weeks in June (the low season) to carry out refurbishment works to ensure the car remains in service for at least another five years. The tram has again returned to profit, following the setbacks and suspended use after the 2011 earthquakes. Moneys arising from this tram due to STM available later in 2017 will be retained in Christchurch to permit Ferrymead to carry out further works for STM benefit, notably works on completing the two bogies for restoration of P1729 and the other bogie for PR1 1573, and works on Yank 12 (see below).

Christchurch Yank 12

This car, which was acquired about 15 years ago, is almost identical to a Sydney Brill G type car. A G car is the only production style Sydney car not included in the STM collection. THS Ferrymead have sister car 20 in their collection and also have car 11 available to them.

With downtime on their own projects, and the part time employment of a new engineer to replace one of their members forced to retire due to ill health, THS/HTT have available time to conduct preliminary works on car 12.

A 40-foot container has been purchased and fitted out internally. The roof of 12 has been removed and stored on railings fitted to the upper part of the container. These cars were shipped to Christchurch in CKD form for assembly in 1905, so the reverse task is now being done with the car sides and bulkheads removed to allow for the floor and underframe to be attended to first. HTT plan to remove the T&G flooring and replace this with durable plywood as this task is quicker, simpler and cheaper. This project is expected to take a number of years before it is fully restored as yank 12.

Launceston 14

This tram recently returned to its home city from Bendigo, where it has been placed in a building requiring alterations to the doorway access before it could be accommodated. A group of local tradesmen, led by John Binns, and known as Heritage Restorer Volunteers tram 14, have been made honorary Friends of STM. This is an exciting project for which we must be very grateful. They will be responsible for completion of body restoration of the car.

Sponsor, Hugh Ballment, and Howard Clark, visited Launceston on 25 May to check on progress. The group have offered their services as volunteers and will carry out these restoration works on a one day a week basis over the next few years. In just a few weeks they have restored weather damaged saloon window sills, and are working on window pillars and the drivers' bulkheads.

Material costs and an annual rental to the charitable body which owns the property will be covered by funds donated to the Tramway Museum Fund for this project. Thanks John and your great team.

Birney 11

Bendigo Tramways have requested that this tram, which has been on loan to us for many years, be returned to them in the next month or so. They intend it to be a backload for Duncan Miller's café/kitchen car, R1 2050, which has been restored in Bendigo and for which Duncan needs to find a home or suitable short term undercover storage in Sydney.

Bill Parkinson has carried out the necessary checks on 11 so it is 'in ticket' for another 12 months, and we can enjoy our last use of the car before its return. With two of their Birney cars now out of action, and 15 decorated in all over wool as their Santa tram, Bendigo currently has only one available Birney for their use.

Railway Substation, Sutherland

As has become generally known, STM has been offered the opportunity to occupy the refurbished heritage substation building, and have been offered a very generous lease by Sydney Trains. There remain one or two minor matters to be finalised with Sutherland Council before occupancy will be permitted.

At present, thanks to Richard Clarke, the rotary converter ex-Kogarah, along with associated panels have been delivered to the building and placed in position. The panels are still to be wall mounted by contractors engaged by Sydney Trains.

In addition, Craig Parkinson dealt with the delivery and positioning of cable trailer 23 and restored Melbourne grip car 322, which take pride of place in the centre of the building. The entry area beyond the entry

door is glass encased to prevent the notorious pigeons from easily re-occupying this excellently restored building.

A new service 'pod' has been installed at the southern end of the building, which includes male, female and accessible toilets on the ground floor and an amenities/kitchen area above, which overlooks the exhibition area below.

On Tuesday 30 May, Howard Clark met on site with Damian Hayes from Sydney Trains, along with three members of the team replacing two of the older wooden escalators at Town Hall station. These are similar to the four escalators recently removed from Wynyard at the York Street entry which in turn were early 1950s replacements for the 'Otis' escalators originally installed at Milsons Point at the turn of the 20th Century and re-installed at Wynyard when the Harbour Bridge opened in 1932. Sydney Trains is keen to have a small exhibit of the escalator on display in the building. Measurements were made and four steps plus two risers will be installed facing the railway boundary wall, along with part of the motor housing.

This leaves the eastern wall free for us to mount periodic changing exhibits between the cable cars and the wall in that space.

Expo wall – 10 June-12 Central

Peter Kahn was contacted by Rail Heritage NSW to provide text and photos to support a heritage wall relating to history and development of Sydney's massive tramway system as part of the display planned for the wall of the 10-13 June Queen's Birthday weekend at Sydney Central Station.

He and Howard provided an historic summary and some sample illustrations as part of a larger batch. Before we knew it a draft was presented and with a couple of minor corrections, it was deemed appropriate for the display.

STM will have our team on site over the weekend to promote our activities.

Legal Action against Museum

On Tuesday, 16 May 2017, and without any prior notice, STM was delivered by express mail a service of claim for negligence from lawyers, representing member Hayden Holmes, relative to an accident which occurred on 20 May 2015 when he fell from our Bedford tower truck whilst working on the overhead. At this stage the matter has been referred to our third party insurers and no admission of any liability has been provided. Whilst this matter may now be out of our hands, there remains a contingent liability for at least the excess on our insurance policy of \$15,000 if the matter proceeds and these claims are determined against the Museum.

NSW Government Tramways drawings

Eleven additional tramway drawings ordered from State Records, Kingswood have been received. Much of the drawings are of R and R1 Type Tramcar brake gear, to provide additional information for maintenance of these cars in Australia and New Zealand.

Three "wild card" drawings were purchased:

Electric Service Car General Arrangement revealed it was the arrangement drawing of Ballast Motor 42s. The

drawing shows that the restoration by STM is accurate.

Multiple Drawings of Working Parts turned out to be a pencil sketch of a rail head micrometer, interesting but not much use.

R Type Tramcar Cross Sections Perspectives is an absolute gem. It is a detailed colour rendition of the exterior and interior paint scheme of the cars. The drawing will be further information on Sydney colour schemes.

The drawings were ordered by Vic Solomons and catalogued by Ian Saxon and Richard Clarke.

Dee Why Tramway Battery House

An architectural firm for Dee Why RSL Club contacted STM regarding the former tramway battery house at Dee Why.

The Manly tramway system closed in 1939 and the former battery house was used by the Soldiers Club from 1942. The substantial brick building was later demolished and the site is now part of Dee Why RSL Club car park.

The club is proposing to provide a battery house themed bar within the RSL Club and wished information on the battery house. Peter Kahn and Richard Clarke provided details on the purpose of the battery house, identified the correct battery house building in the club's history document and provided photographs of typical battery installations and interior of typical contemporary substations and battery charging equipment.

Manly tramways had two substations, one named Manly Substation in Pittwater Road, North Manly near Corrie Road, and the other named Narrabeen Substation on the beach front at Fielding Street, Collaroy.

The Dee Why Battery House was situated about midway between the two substations in Hawkesbury Avenue, Dee Why.

Drone video

...On 3 June a drone was on site to film the museum from the air and several trams with uniformed crews were out to complete the scene. This was arranged by Matthew Geier.

Forthcoming Events

Weekend July 1-2 – 80th Anniversary of last Kogarah steam trams and first Kogarah trolleybuses

The weekend of 1-2 July marks the 80th Anniversary of the closure of the Kogarah steam tramway and the opening of the trolleybus system.

September 16 – Photographers Afternoon and Evening

There has been strong demand for a repeat of the successful Photographers Evening held in 2015. Once again, we will be setting up 'still life' themes at various parts of the Museum with just a few tramway movements. Themes will include Edwardian Sydney, 1940s Sydney, Picnic in the Park and either Brisbane or Ballarat in 1960s.

October 15 – Back to the '50s Day

Back to the 1950s will highlight the later cars in the collection and can include Sydney, Brisbane, Ballarat and San Francisco trams. Trams typical of the late

1940s and 1950s will be in service along Tramway Avenue filled with 1950s cars.

Traffic uniform items

The current order of caps and badges has been completed. Orders are now being sought especially for cap badges and ties. Cap 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.

The Museum is purchasing 10 pre-knotted elastic looped ties and 20 normal ties for sale to traffic staff at \$20 each for a normal tie and \$21 for a pre-knotted one.

Caps and covers can still be ordered individually with reasonable economy.

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 (for badges) and contact details.

Members section of website

For access to board meeting overviews and other information for members:

<http://www.sydneytramwaymuseum.com.au/members>

Password is "member@15"

Extra hands required

Is there anyone out there who can help with staffing the Kiosk, Souvenir/Bookshop and / or the Display Hall on our regular operating days, particularly Sundays and Public Holidays? These are not onerous tasks but very important for the museum. Once or twice a month per person would be great. Please advise Peter Kahn if you can help or for further information on Phone 9665 3820, Mobile 0403 472 341, email: peter.kahn@bigpond.com or c/- STM, PO Box 103, Sutherland 1499.

New in the Museum shop

Reprint of THE SOUTH-EASTERN LINES of the Sydney Tramway System by David Keenan. This book covers the period up to the last tram in Sydney in 1961. The price is \$29.95 (plus postage if required).

It is also available at the ARHS shop at Redfern.

Rest in Peace

Laurence Peter Gordon – Member No. 16
Passed away 6 December 2016.

Max Peter Kark – Friend No. 2822
Passed away 6 January 2017.

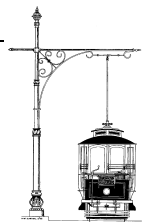
Allan Finlay Watson – Member No. 112
Passed away 15 April 2017.

Mervyn Arthur Keenan – Friend No. 2012
Passed away 25 April 2017.

John Alexander Matts – Member No. 228
Passed away 8 May 2017.

Contributors to this issue

David Critchley, Ian Heather, Matthew Geier, Richard Jones, Michael Giddey, Howard Clark, Glenn Killham, Bill Parkinson



SYDNEY TRAMWAY MUSEUM

Owned and Operated by the Volunteers of the
South Pacific Electric Railway Cooperative Society Ltd
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Corner Pitt Street & Rawson Ave (Old Princes Hwy) Loftus NSW
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7 June 2017

Gift Appeal - Capital Works - June 2017

Dear Members and Friends,

Track concreting and earthworks on Army Hill and at our terminal area, along with paving in front of the new waiting shed are nearing completion. Further funds are needed to complete works around this area and make the site more presentable by the time our line is again made operable, and once Sydney Trains move the fence further back from our track to allow passengers to alight from trams there.

Replacement guttering and repairs alongside Road 1 of our Display Hall requires funding of approximately \$10,000.

Fire sprinklers are shortly to be installed in our south shed at more than double the \$13,000 grant we received towards this project. These funds must be spent before September 2017. Stage 2, which has not yet been fully costed, requires a water connection to the western side of the rail tracks. It is vital that this work is completed promptly, along with steps to improve security there.

Works continue in Christchurch on the assembly of the three bogies for P 1729 and PR1 1573. Additional gifts towards the above works or other preferred works again will be gratefully received, if you are in a position to assist with a gift.

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: Track and overhead / Building upgrades / Tramcar restoration, P 1729 / PR1 1573,
or other project _____

SPER NEWS

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

PO Box 103 Sutherland NSW 1499

Editor: Robert Merchant

80th Anniversary of last Kogarah steam trams and first Trolleybuses – July 30

We welcome the following new Friends to our ranks:

2895	Loweke, Shirley	Sherwood Qld
2896	Arkley, Karen	Narwee NSW
2897	Arkley, Caitlin	Narwee NSW
2898	Arkley, Marcus	Narwee NSW
2899	Kocaurek, Reinhold	Munich Germany
2900	Anwar Fadzil, Arifah	Darlington NSW
2524	Treleaven, Kaine	Revesby NSW
2653	Lee, Zachary	Maroubra NSW

Our new Friend, Reinhold Kocaurek is an active team member with the Munich Tramway Museum (MVG Museum) working on the restoration of old trams for the display. Reinhold visited Loftus on 1 January 2017 during a 3-month trip around Australia. He took a “ton of pics and movie clips” during his visit and gives special thanks to Scott Curnow for doing a great job as guide through our collection.

Kaine Treleaven and Zachary Lee have re-joined the museum after extended breaks.

We now welcome a special group of Friends in Launceston who are working on Launceston 14.

HTRC 1	Barrett, Brian	Trevallyn Tas
HRTC 2	Binns, John	St Leonards Tas
HRTC 3	Cole, Barry	Prospect Tas
HRTC 4	Hodge, Robert	Legana Tas
HRTC 5	Manning, Quentin	St Leonards Tas
HRTC 6	O’Byrne, Alan	Newnham Tas
HRTC 7	Wright, Graham	Prospect Tas

A special visitor on 30 July

Look what is coming to Loftus! Steam tram motor 1A. 1A is an exhibit of the Museum of Applied Arts & Sciences (MAAS). This tram motor has been stored at their Castle Hill complex for many years, but with their generous cooperation, Steam motor 1A will be on static display at the Sydney Tramway Museum for our 80th Anniversary of last Kogarah steam trams and first trolleybuses event on Sunday, 30 July.

Former Regent Theatre Organ Inspection and recital

On Saturday 17 June, Museum Members and Friends had a unique opportunity to inspect and

experience the sound of a 1927 built Wurlitzer organ that once entertained patrons at Sydney’s Regent Theatre in George Street. The fully restored Organ is built into a private home in Sydney’s southern suburbs and features ninety percent of the original organ (the longest pipes were unfortunately lost when the theatre was demolished). The afternoon began for the small but enthusiastic group of Museum members awaiting a bus pick up from the Museum and thirty minutes later we were being ushered into a private theatre room, where the magnificent instrument was ready.

Much to our delight, Neil Jensen, who is the resident organist at Cremorne’s Hayden Orpheum Theatre and also Australian’s longest serving theatre organist, was there to play for us. For a couple of hours Neil created magic with the organ and we found ourselves ‘transported’ back to the golden days of the Regent. There was also a time listen to our own Ian Hanson, who gave us a brief history of the theatre and the organ and to hear the inspiring words of current owner, John Atkinson, who explained how the organ was rescued and how he subsequently restored it over many years. As an indication of the size of the project, the organ takes up two large rooms on the lower floor of a large suburban house and it is also connected to a grand piano. Following the recital, the participants enjoyed an afternoon tea provided by John in his lovely garden.

The Museum acknowledges and thanks John Atkinson for opening up his home and hosting this fundraising event for the Museum and to Neil Jensen for giving his time willingly to play the historic organ. Thanks also to Michael Psaltis from Southside Bus and Coach for arranging the bus transfers and to Bob Cooper and David Critchley for arranging the event on behalf of the Museum. The Museum raised a few hundred dollars but it could have been a much better result if there had been even greater support from Members and Friends.

Track and associated work

Work at Waratah Loop has continued with brick paving being laid in a four metre square area south of the new waiting shed by CSO workers and Danny Adamopoulos. Pallets of new bricks have been transported there on ballast motor 42s as

required to maintain the brick supply. Bedding sand has been purchased and delivered close to the work.

Mike Giddey and Ian Saxon have completed the Sydney style track drain across the western track near the top of the hill. It is made from old rails with the foot trimmed both sides to aid water flows and to minimise leaf lodgement.

Our earthmoving contractor, David Canini, was back on 17 June. He firstly flattened the area outside the new South Shed to facilitate access for the installation of a fire sprinkler system by Chubb.

David then continued the previous excavation of fill along the TAFE retaining wall north of Pitt Street with Chris Olsen driving our yellow tip truck to deposit the spoil beside the track on Army Hill.

Filling was completed on the Army side of the track and nearly halfway down the road side. David will return to complete this work soon.

Our CSO workers have also been breaking up the large pile of vegetation at The Loop for disposal and to clear the area.

On 21 June, 5.4 cubic metres of surplus concrete was received. The first half of the driveway slab beside the new points was poured, along with more of the side strip near the waiting shed. The rest went as fill into the 'six foot'. Ian and Mike called the Workshop for assistance and Rainer Nicol, Terry Thomas and Dick Jones answered the call, assisting Ian and Mike with the screeding and finishing.

Workshop and maintenance

Works on the eastern side of W2 tram 392 are continuing with our outside contractor, Michael, making a major improvement in the condition of the car. Virtually all of the timberwork frame at the south eastern side of the tram has been replaced with sill mouldings and pillars previously profiled to sample by Ross Traeger and other replacement timbers fitted or spliced to suit. The drop centre panels have also received attention. Michael is now fitting the new fascias and roof edge mouldings fabricated in their joinery shop at Sutherland. Sheet metal to replace the original badly corroded side panels has been measured and ordered from a local sheet metal business. Michael has also made a start on replacing the sill and repairing other timbers on the south western side of the car.

The restoration work on freight car 24s continues at a good pace. Bill Parkinson disassembled the first GE 67 motor and the armature and field coils were removed. The armature was cleaned with special electrical solvent and it and the field coils were varnished. The motor has been fully reassembled with assistance from Ed Terry, Dick Jones and Bob Cooper. After new traction leads were fabricated

and fitted, the motor was bench tested before being placed back in the McGuire bogie. Bill commented that the motor ran very smoothly – not bad for a 115 year old motor!

The first bogie had been steam cleaned and checked for any problems before being painted by Vic Solomons, Dick Jones and Scott Curnow. Axle boxes and bearings were all checked with the axle boxes refurbished and oil replaced. This bogie is now complete except for the gear cases which require some inserts to be welded in to make them hold their grease without leakage. This bogie has been put to one side whilst work starts on the second bogie.

The second bogie was steam cleaned on Saturday, July 8 in preparation for the motor's removal and attention by Bill.

Frank Cuddy and Rod Sanders continue their work on the electrical wiring with roof and internal wiring completed. The cabling work under the car is now in progress. The panels for the switch gear at each end of the car have been fitted and some wiring connected.

Meanwhile Ed Terry has been busy under 24s fitting the new air reservoir tank with assistance from Terry Thomas, Bob Cooper and Warren Howlett. New brackets had to be fabricated by Ed as the new tank is slightly larger in diameter than the old rivetted original. The piping has now been connected to the new air tank.

Mick Ward arranged for a disk of steel plate to be cut by an outside contractor to repair the brake cylinder for the car. Ed Terry drilled and fitted it to the piston along with a new neoprene piston seal. The next task was fitting the refurbished brake cylinder to the car. This was no easy job. Weighing approximately 100 kilos, the cylinder had to be lifted and held up under the tramcar whilst the required bolts, washers and nuts were fitted. This was accomplished on Saturday, 1 July with Bob Cooper, Bill Parkinson and Dick Jones assisting Ed with the task. A couple of hydraulic jacks were also used with the lift.

The brake rigging has been cleaned and awaits re-installation.

Martin Pinches, Peter Butler and Ian Hanson have been working on the repainting of this unique vehicle. Their initial work concentrated on the interior which has only ever been re-painted once in 115 years! That was back in 1936 when 24s was overhauled in Randwick Workshops. The exterior received the new green and cream colour scheme at that time. This was repainted in the 1990's when the dilapidated body ends were restored for display purposes.

The original paint on the interior had been removed so it was decided to restore the existing interior colours of light grey and biscuit. The grey colour for the ceiling has been completed with two

coats of undercoat and two coats of Heritage 'Forest Grey', the closest colour that could be found to match the faded and flaking original. Work will now commence on the walls and sliding doors.

Trolleybus 19

With the Trolleybus event at the end of July nearing, it was decided to tidy trolleybus 19 up a bit. Dennis O'Brien and Vic Solomons have been cleaning the paintwork and internals with assistance from Peter Warr over the last few Saturdays. Also Peter has worked on repairing the cab door hinges with help from both Vic and Peter Butler.

Dennis O'Brien has checked the lighting circuits with a 24v battery system with the idea to have the internal lights and emergency lights in service for the event.

Peter Butler has worked over the last month repainting the front lower panels that had been previously primed and Peter then turned his attention to masking and repainting the black band. Both of these improvements have made quite a difference to the appearance of the trolleybus.

Scott Curnow and Mitch Skillcorn have prepared and had printed some large display posters that provide a photographic and text history of the Kogarah system.

South Shed sprinklers

On 17 June Craig Parkinson moved the Melbourne cable trailer, the Bourke Street double deck bus, the Matador recovery vehicle and a motor quadracycle out of the eastern track in the South Shed, leaving it clear for the Chubb sprinkler fitters to start work on 19 June.

On 24 June, with the overhead sprinkler piping about 80% completed, the bus and Matador were returned to the South Shed. Outside wall piping and other minor works are still to be completed. The next major task will be to connect mains pressure water supply to the area, which will require a line to be connected under the railway line to the supply on the western side of the tracks. The cable trailer will return there soon from its temporary location outside the doors of Road 15.

On 1 July, ballast motor 42s transported 22 six metre 100mm conduits to the South Shed from the northern yard. These are soon to be used to extend underground power to the South Shed from the National Park relay hut.

The rest of these conduits, left to us by John Holland when they vacated the site, are being moved behind the No.3 substation at the north end of the northern terminus yard to clear the south eastern corner of the yard for relocation of at least four shipping containers for storage.

R car 1808

Christchurch Tramway will lease this car from about October 2017, when it will be transported from MOTAT, Auckland to the Tramway Historical Society (THS), Ferrymead for refurbishment and a repaint. The colour scheme is yet to be decided. It should be ready for summer service on the tourist tramway shortly thereafter.

Other activities in Christchurch

Restaurant car 411 has been given an in-house refurbishment and repaint in the same basic blue colour scheme. It looks great and has been returned to service in less than a month.

Christchurch Yank 12

This car has now been stripped to the underframe at THS, Ferrymead. Further works will be undertaken on restoration as funds become available from the STM share of Restaurant Car 411 profits.

Launceston 14

Our new team of volunteer friends are making progress with timber work on this car with cross bench seats and drivers bulkheads underway.

Birney 11

This car is expected to be returned to Bendigo in coming weeks at STM expense. We thank our friends at Bendigo Tramways for the long term loan of this car. Departure will provide much needed extra space for the short term loan of steam motor 1A from MAAS, and also the return in the near future of Grinder 3 from MOTAT, Auckland for display.

Recovered rail from Kensington

Contractors removing rail at Kensington have advised that additional rail and some pointwork components will be ready for collection imminently for transfer to Loftus.

Railway Substation, Sutherland

We are awaiting advice from Sydney Trains as to when they will be ready to install the small escalator display ex Town Hall, and relocation of the dividing fence adjacent to our North terminus area. The track in this area is nearing completion (see elsewhere), preparatory to the formal handing over of the building for STM use. The lease document for this occupancy has now been signed by STM.

Unmanned aerial vehicle (drone) filming at museum

Back in Late 2016, the owner of a company called Stately Drones contacted the museum and

asked could he do some promotional photography using a UAV (popularly known as a drone).

People have asked before could they use drones at the museum, but they had been turned down on safety grounds. However, this offer was from a licensed professional.

The request was duly considered by the Rail Safety Management team and after some discussion and recording of what risks this might present to our tramway, approval was granted and arrangements were made with Stately Drones.

These aircraft cannot be legally operated near members of the public, so filming would be conducted on days the museum was closed to the public. Eventually a suitable date presented itself.

The first filming day was attempted on 3 June. A rush of emails to request that the Saturday staff not to park in the museum (and a sign was put out early at the gate saying we were filming) and we had a museum free of cars. A number of trams were moved and we attempted some variations of fly-bys and panoramas of the museum. However, wind and clouds appeared and the results were not satisfactory, although it did give the pilot of the drone some good experience on how to operate around our overhead wires safely. It also showed Sydney P1497 and Brisbane Phoenix 548 had 'photogenic' roofs (clean and tidy looking from above).

It was the 8 July before the right combination of weather and availability lined up again.

This time we just stuck to getting panoramic shots. Sydney P1497 and Brisbane Phoenix 548 were taken out and 'parked' at Pitt St and near the display hall stop and the drone took to the air. This time the weather held, with nearly cloudless skies and low wind.

The panoramas have been loaded into Google Maps where anyone clicking on the appropriate links will see the panoramic images of the museum.

<http://www.sydneytramwaymuseum.com.au/?p=3814&preview=true>

Use your mouse wheel, the rotate button at the bottom right of the images, and the large arrows to move around the images.

Miscellaneous

Andy McDonald has been grassing the completed areas near the new points at the top of Army Hill.

Two R car bolsters from the old site fire have been cut up for scrap after Mike removed the centre casting and rubbing plates.

Legal action against the Museum

Further to this item in the June *SPER News*, a further communication was received earlier this month from lawyers representing the Museum's

third party insurers. The lawyers have advised that they have been engaged to investigate and advise on the insurer's indemnity and a later role in defence of the proceedings generally, concerning the claim by member Hayden Holmes in regards to an incident that occurred on 20 May 2015.

As the Museum is owned and operated by its members it is prudent to advise all members that there is a contingent liability of \$15,000, being our excess on our insurance policy should the investigation currently being undertaken find that there is indemnity under the insurance policy in the event of any successful claim. No admission of liability has been provided. In the event that there is no indemnity under the insurance policy and if the claims are determined against the Museum the contingent liability is unknown. No admission of liability has been provided.

Forthcoming Events

September 16 – Photographers Afternoon and Evening

There has been strong demand for a repeat of the successful Photographers Evening held in 2015. Once again, we will be setting up 'still life' themes at various parts of the Museum with just a few tramway movements. Themes will include Edwardian Sydney, 1940s Sydney, Picnic in the Park and either Brisbane or Ballarat in 1960s.

October 15 – Back to the '50s Day

Back to the 1950s will highlight the later cars in the collection and can include Sydney, Brisbane, Ballarat and San Francisco trams. Trams typical of the late 1940s and 1950s will be in service along Tramway Avenue filled with 1950s cars.

Contributors to this issue

Michael Giddey, Glenn Killham, Ian Hanson, Martin Pinches, David Critchley, Matthew Geier, Howard Clark.



Steam motor 1A at Sandringham, June 1937.

Railway P4541

SPER NEWS

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

PO Box 103 Sutherland NSW 1499

ISSN 2208-4665

Editor: Robert Merchant

GRAFFITI REMOVAL DAY – 29 OCTOBER

We welcome the following new Friends to our ranks:

2901	Ianni, Larissa A.	Russell Lea NSW
2902	Ianni, Marco	Russell Lea NSW
2903	Ianni, Anthony	Russell Lea NSW
2904	Bainbridge, Ian G.	Bexley NSW
2905	Davidson, Clayton B.	Riverstone NSW
2906	Bennett, David W.	Mosman NSW
2907	Wood, Rebecca	Heathcote NSW
2908	Bateman, Janet	Heathcote NSW
2909	Wood, Ben	Heathcote NSW
2910	Wood, Charlton	Heathcote NSW
2911	Wood, Daisy	Heathcote NSW

Graffiti Removal Day – 29 October

As part of an annual campaign, the Museum has been asked to participate with the public launch of this event. In our area it is sponsored by Engadine Rotary. It is expected that there will be media and various dignitaries there for the launch and associated publicity early on that Sunday, with the focus on removal or defacing of graffiti on our south shed wall facing the railway tracks.

Rotary volunteers will be on hand to conduct these works for which they have secured a grant for the cost of materials. They will be happy to have Museum volunteers assist them with this work, which they anticipate will require 'adoption' of the building to conduct follow up works from time to time.

A special visitor for 30 July

Craig Parkinson delivered steam tram motor 1A from the Museum of Applied Arts and Sciences' Castle Hill repository on 28 July for our 30 July special commemoration of the replacement of the Kogarah steam trams by trolley buses eighty years ago in 1937. Our double deck three axle trolley bus 19 also starred alongside 1A after external cleaning and some minor repairs to the driver's door.

Motor No. 1A is on loan to the museum for a period of six months at a cost of \$1000 plus GST. There are two likely return dates specified in the agreement and we will be notified if this is to be mid-December 2017 or January 2018. We had to take out additional insurance cover and are responsible for transport costs.

Transport Heritage Sector Day and Grants Presentation

The third annual sector development day was held at the Hazelhurst Gallery Theatre on Saturday 14 October, followed by an evening Grants presentation at the Museum, where space was made in the Display Hall by removing Berlin 5133 and Brisbane 180 to allow room for presentations and refreshments.

Peter Kahn and Martin Pinches represented the Museum at Hazelhurst along with delegates from several other rail heritage groups. Presentations were made by representatives of Transport Heritage NSW along with workshops.

At 5:00pm representatives of the various groups attended Loftus. Howard Collins OBE, CE of Sydney Trains was an entertaining Master of Ceremonies, and first introduced the Parliamentary Secretary to the Transport Minister, Mark Caure MP, and our local member for Heathcote, Lee Evans, MP. Howard then announced the successful grant recipient organisations. Their representatives came forward to receive their certificates from one of our guest MPs. A total of \$154,345 in grants, including GST, was awarded to nine different groups for a total of twelve different projects. On behalf of the Museum, Martin Pinches and Howard Clark received certificates awarded for two projects: \$13,500 for repairs and restoration of our Liverpool Street Signal Box, and \$9,285 for restoration of Trolley Bus 19 to display condition, including installation of glass, stair hand rails and manufacture and upholstery of two end longitudinal seats. Other groups to be awarded grants were Illawarra Light Railway Museum, Oberon Tarana Heritage Railway, Richmond Vale Preservation Co-op, Sydney Bus and Truck Museum, the Rail Motor Society, Lachlan Valley Society Co-op, Zig Zag Railway and Shoalhaven Historical Society.

At the conclusion of presentations, Howard Collins called upon Bill Parkinson to showcase the product of our 2016 Heritage Grant by driving our Freight Car 24s onto the traverser. Just that morning the workshop team powered up the car for the first time in more than 70 years, and it emerged from the workshop onto the traverser to the applause of the audience.

Refreshments and drinks were provided courtesy of Transport Heritage NSW, and our thanks extend to their team, led by David Bennett, for a successful event enjoyed by all. David posted a live video of the proceedings on Facebook, and by 10:00pm it had received 1681 viewings.

To wrap up the day, R1 1979 was readied for a trip on the Sutherland Line by Scott Curnow and Geoff Olsen for attendees. It became the first tram carrying passengers to ascend the new track on Army hill to our North Terminus, where many commented upon the excellent new trackwork finished over recent years by our dedicated trackwork team along with the brick paving at the terminus. The new heritage style waiting shed similar to our Miranda shed, and utilising only the original seat from the Parrawi Road shed, was built by the Sydney Trains contractors. In coming months the former substation building, beautifully restored by Sydney Trains will become available for use by the

Museum, housing substation equipment, our Melbourne grip car and Sydney trailer, and other exhibits.

Track and associated work

Work continues at the Waratah Loop with 5 cubic metres of concrete being purchased on 15 July and another two on 13 September to expedite progress. Surplus concrete has also been received at infrequent intervals including drops of up to 5 cubic metres.

The last two rail joints were welded on 2 September. These had been left fish-plated to allow for expansion until concreting was well advanced.

An electrical pit and conduits for underground power had been located too close to the track and would have interfered with the extension of the brick kerbing. The pit and conduits were relocated clear of the line of the future kerbing after extensive digging to expose enough of the conduits to allow the pit to be moved.

At this time most of the area has been concreted, the fence has been relocated to its correct position further from the tracks by contractors engaged by Transport for NSW and the kerbing will be extended in the near future.

A gravel path has been laid along the fence by Transport for NSW and the brick paving of the square area south of the new waiting shed has been finished by our CSO workers.

Work continues at the Waratah Loop with five cubic metres of concrete being purchased on 15 July and another two on 13 September to expedite progress. Surplus concrete has also been received at infrequent intervals including drops of up to five cubic metres.

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Andy has laid turf on much of the completed areas near the gates at the southern end of the compound, greatly improving the general appearance.

On 9 September our contractor, David Canini, returned and completed excavating along the TAFE retaining wall north of Pitt Street. Chris Olsen transported the spoil in our Daihatsu tip truck to Army Hill where filling of the eastern side cess area is about three quarters complete.

The second half of the driveway slab leading to the northern gate of the Army Depot was concreted on 20 September.

A scrap dealer has removed rails and steel recovered from the Old Site fire that was too distorted and heat affected for further use.

Overhead

On 13 September Glen Killham used overhead line car 99u to assist Engadine Fire and Rescue fell the last two of the current series of redundant poles.

This completes the pole replacements for the time being, until some new poles are erected by the Infrastructure Manager and his team. All new poles have either new or overhauled bracket arms installed.

Some work needs to be done in the short term, but the tower wagon is currently out of action due to mechanical issues. Once the required repairs are completed, the frog pan at Railway Square Junction will be adjusted, as it has been troublesome for a while.

New pull offs are ready to be installed on the sharp curve near the No. 2 substation, but this also requires the use of the tower wagon, so this work is currently on hold.

Planning and preparatory work is underway for wiring the second track at our Northern Terminus, but new poles need to be installed before the overhead can be erected.

Bill Parkinson repaired overhead wiring over the traverser on 9 August.

Workshop and maintenance

The contractor working on **W2 392** has completed the saloon and drop centre framing repairs, fitted new fascia boards and is now fitting new drip rails. Martin Pinches is fixing and undercoating new zincalume sheeting to the sides.

Ballast motor 42s received controller and air governor repairs but will need workshop attention soon to replace a defective motor.

Freight car 24s

Further significant milestones have been reached recently with the restoration of freight car 24s to operating condition. In early September the painting of the interior of 24s had been completed by Ian and Peter whilst on Thursday 14 September Ian spent the day fully repainting the exterior roof with Navy Dressing, a very important job that was required to much improve the appearance and presentation of this significant rail heritage item.

During September the second McGuire bogie GE 67 motor had been fully refurbished and re-assembled by Bill, Ed and others and then installed into the second bogie that had been previously fully cleaned and checked by Bill, Vic, Dick and others. The bogie had also been painted by a small group of museum volunteers.

Over a couple of weeks up to early October Bill, Ed and others had checked all axle boxes on both bogies, replaced the old wadding with new, and refilled them with oil.

On Wednesday 4 October Frank and Ron, with some assistance from others, completed the under car conduits and cabling with the placing of the conduits into their final position. Earlier in September a small team had laboriously run the cabling through the various conduits, another big effort!

Later in the afternoon of 4 October, Bill and his crew including Terry, Warren, Ed and others installed the lifting beams and the jacks to lift 24s to replace the two fully refurbished McGuire bogies under the tram. The bogies were driven under 24s using the motor generator set and correctly positioned. 24s was then slowly lowered into position. This was accomplished in record time with all lifting items returned to their proper storage places in quick time before afternoon tea!

Work has started to rub back the sides of the car in preparation for an exterior repaint as the paint had faded in parts since it was last done back in the 1990s.

A big milestone was reached on Saturday October 14 when 24s moved under its own power for the first time in over 70 years. Frank Cuddy, Ed Terry and Bill Parkinson worked hard that morning to complete wiring to the car to make it operable.

At 11:22am the wandering lead was attached, the compressor started and brakes tested. Bill drove the tram in the workshop to make sure that controls worked and after a few adjustments were made to the wiring, several test movements were made in the workshop and onto the traverser. In the afternoon both couplers were reattached and life shields put into position.

A great result by all those involved and a big step to the completion of the restoration of 24s. It should also be mentioned that the work had not been hurried to have it ready for the heritage function that evening, it just happened that the days coincided.

Birney 11

On 26 August Tom Tramby and some CSO workers erected the loading ramp on the eastern track north of the Pitt Street crossover for the loading of Birney car 11 which took place on 28 August. Craig Parkinson, in his capacity as "Australian Train Movers", transported the car back to its home in Bendigo and returned with another two bogies, one being an unmotored No.1 truck and the other a motored no.15 truck, which belong to STM and were stored in Bendigo. We are grateful to Bendigo Tramways for the loan of this car for many years.

Launceston 14

Our Launceston 14 Friends team are making good progress with body restoration works. These include the fixed drivers' bulkheads and passenger seats in the open saloons. The ceiling has been repaired where necessary and painted, and works are underway on repairing and splicing new timber in end saloon bulkhead pillars.

Barry Cole and Graham Wright have completed the joinery on the bulk head at the No. 1 end, and are now working on the No. 2 end. The joinery is as it was on many Launceston trams manufactured in 1911-12. "Tool maker quality".

Allan O'Bryne has completed the strip down of old paint and has undercoated the bulkhead, drop end and ceiling of the saloon of No. 2 end ready for its top coat. Allan is now working on the No. 1 end. It is a top job by Allan.

Rob Hodge has fitted metal seat ends on both No. 1 and 2 ends. He has also made good any rot that was missed at Bendigo. Rob's joinery is perfection.

John Binns has completed both bench seats and has fitted them to match the metal ends. Both Rob and John have commenced the "throw-over" seat backs for each end.

All Huon pine panels and lining have been sanded, giving a beautiful smooth honey coloured finish. Any damage to the lining has been made good by removing the damage and replacing with new Huon pine. All Huon pine paneling has been seal coated by Quentin Manning for protection. Quentin has also spent time body-filling the No. 1 end front panel.

Leon Colgrave is to visit our group to advise on the type of paint for the exterior of tram 14. Leon is a retired smash repair business owner and is the person

who painted Launceston trams 29 and 8.

Rail Grinder 3

On 29 September former MMTB rail grinder 3 was uplifted by forklift onto an open-sided container and tarped 'shrink wrapped' for shipment below decks back to Sydney.

The car was overhauled for use at the Museum of Transport and Technology (MOTAT) in Auckland. However following a management restructure it became out of favour, much to the frustration of many volunteers. It will be an interesting addition in the Display hall in place of Birney 11, when it is delivered around mid-November.

R car 1808

This car was loaded onto a truck and left MOTAT on 2 August. It was delivered to the Tramway Historical Society (THS), Ferrymead on 14 August and works are underway to prepare it for summer service on the Christchurch City tramway. This will include a repaint in a blue colour scheme.

Due to regulatory needs the original glass windows are to be replaced with toughened safety glass. This is a time consuming job involving the removal of internal panelling and window sills, then the tedious job of detaching the original glass from the aluminium holding clamps, which after more than 80 years are expected to present problems 'unfreezing' the brass fixing screws which over the years are likely to have fused with the clamps.

This project marks another milestone in our relationship with Christchurch Tramway Limited, and as a commercial lease will provide important cash flow towards the costs of restoring Christchurch 'Yank 12' for us at THS in future years.

Christchurch Yank 12

The car body has been fully dismantled and the contents placed in a 40ft container, whilst works are concentrated on 1808 and pending further funds becoming available. A new plywood floor has been attached to the underframe in place of the damaged original flooring.

Sydney P 1729 and PR1 1573

Works on overhauling the GE247 motors for these cars at THS, Ferrymead received a setback recently. Thieves in broad daylight accessed the rear door of the workshop and escaped with the end casting plates and axle bearing holders from the floor area below the bench where the dismantled overhauled motor was awaiting return of field coils for re-assembly. Whilst a vehicle number was obtained, to date nothing has been recovered and THS are now attempting to source replacement parts from an identical motor.

Recovered rail from Kensington

Craig Parkinson delivered the second load of rail recovered from Anzac Parade at Kensington and it was unloaded on 2 August with a third delivery unloaded on 7 September.

There is now sufficient near new 102lb per yard grooved rail for a future relay of both tracks in our street from the scissors crossover to the previous re-laid track

at the front gates. These rails were only rolled at Australian Iron & Steel, Port Kembla in 1955 and were out of use after 25 February 1961.

There is also a quantity of 80lb tee rail with bolt-on groove which is being cleaned of adhering concrete by our CSO workers using our electric jack hammers. These rails are being welded into two lengths of about 60 metres for an up-coming relay of the track south of Depot Junction to the second span pole outside the south gates. A diamond crossing and some point work components were included in the third delivery.

Railway Substation, Sutherland

A contractor for Transport for NSW has mounted two of the Kogarah trolleybus substation panels and part of one of the Town Hall station wooden escalators in the former railway substation building which is soon to be handed over to the museum for display purposes.

Forklift No. 3

Number 3 forklift, which sees a lot of use at the museum, required attention after the starter motor failed causing the workshop to be down a forklift for some time. Bill Parkinson and Geoff Olsen found they had run out of brushes and the easiest course was to send it out for repair.

Geoff took it to Kirrawee Auto Electrics who sourced new brushes and put it back together, but this was not a simple fix. It was found that the fields were shorting to the frame so they were pulled out and repaired. It ran on test for a short time but failed again as it had thrown one coil out of the armature. It had to be rewound and put back together again before it worked correctly. In the end it was a great result with the forklift running again.

Well done to the motor transport maintenance team

who did the work getting it back into service, including Geoff Olsen, Bill Parkinson, Chris Olsen, and David Vuaran of Kirrawee Auto Electrics. They all worked hard to return the forklift to service.

Miscellaneous

Five fallen trees were cleared from the Sutherland line on 19 August.

A defective diesel air compressor was traded with the Menangle Steam Museum for a small but powerful Toyota tug similar to those used to move small to medium sized aircraft. It will be ideal for moving trams on unwired tracks in the Display Hall.

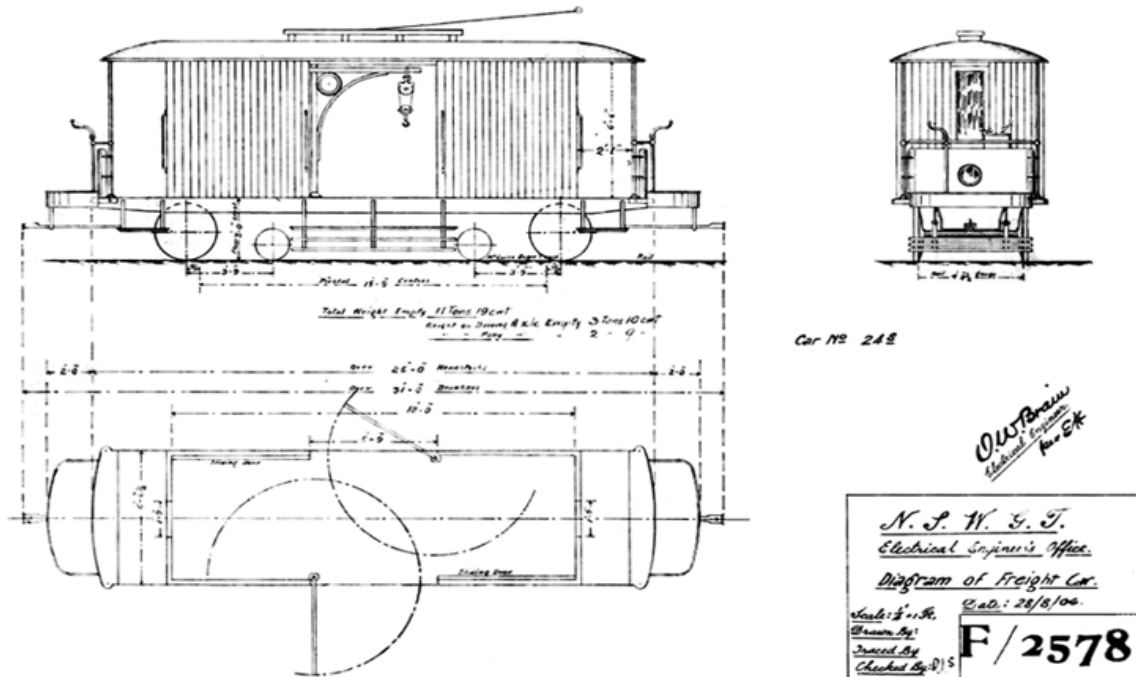
On 29 September our yellow tip truck transported our display corridor car replica cab to the Whitlam Leisure Centre at Liverpool as part of our stand at the Australian Model Railway Association's annual Model Railway Exhibition. The cab was popular with families who took photos of their kids in it, usually with them wearing a spare tramway cap that Scott Curnow had handy.

Annual reports

The Annual Report has been posted to all shareholding members (members with a three-digit membership number). However, there was a problem with the envelopes used and some members may not have received their copy. If you did not receive your copy, please contact the membership secretary via email (robert.merchant@bigpond.com) and he will send a copy to you.

Contributors to this issue

Michael Giddey, Martin Pinches, Glenn Killham, Scott Curnow, Bill Parkinson, Howard Clark.



SPER NEWS

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

PO Box 103 Sutherland NSW 1499

ISSN 2208-4665

Editor: Robert Merchant

Merry Christmas and a Happy New Year

We welcome the following new Friends to our ranks:

2912	Thompson, Neil W.	Queanbeyan East NSW
2913	Thompson, John H.	Queanbeyan East NSW
2914	Mudie, Peter J.	Berowra NSW

Museum Member's and Friend's Day 2017

Although the weather tried to spoil the party, it couldn't dampen the spirits of the more than sixty Members and friends who attended this year's Member's Day at the Museum. This was the largest gathering of Members and Friends in many years and the day turned out to be a particularly memorable one for several reasons.

The main event during the afternoon was the launch of our Sydney freight tram 24s by the Member for Heathcote, Lee Evans MP. The launch took place, appropriately, beside the Restoration Building at the completion of a long restoration project by Museum members. In launching the tram, Mr Evans praised the effort of the Sydney Tramway Museum volunteers who had returned an important piece of Sydney's history to operation. He also acknowledged the NSW Government and particularly Transport Heritage NSW for the grant that enabled the trams restoration. Howard Clark thanked Mr Evans for his support of the Museum and also recognised the important role of the Museums volunteers in restoring the tram. Bill Parkinson then outlined a brief history of the tram and its long restoration. 24s then made its inaugural run along the Museum's tramway with Melbourne Y1 611 following closely behind, packed with photographers and spectators. However, instead of stopping at the base of Army Hill, both trams pressed on up the hill to the new terminus in what was a 'soft' opening of the almost completed terminus. Although there are still a number of jobs to do, Danny Adamopoulos, Mike Giddey, Greg Sutherland and their team are confident that the new arrangements will ready for public use in time for February's Sydney Vintage Tramway Festival.

However, the surprises didn't end there! Once 24s had moved back into the Depot Fan, former M&MTB Grinder No. 3 (ex NSWGT Grinder No. 2) suddenly appeared, using Cross St to access Tramway Ave. The Grinder has been in Auckland

for some six years and only arrived back at Loftus on the day prior to Members Day. The little works vehicle looked a real treat, having been very well restored by our friends at the Western Springs Tramway (MOTAT) in Auckland. The tram has been restored and painted, all the lights now work and a safety 'cage' now surrounds the workings of the tram, making it safe to have on public display. The Grinder did a number of runs to Sutherland and return for the benefit of photographers, including an early evening run where the tram lights were used to very good effect. In keeping with the generally Melbourne theme of the day – after all we did have very Melbourne weather! – Ballarat 37 then came out for a number of runs.

The day concluded with a fine barbeque dinner held in the Railway Square waiting shed. A selection of sausages, breads and salads was provided by the Museum's Board for all those present in recognition of the efforts of all Museum volunteers and supporters during 2017. The barbeque was catered by the Engadine Rover Crew, who are well known for supporting the Museum at big events such as the Sydney Vintage Tramway Festival. A big thank you to Martin Pinches, David Critchley, Bill Parkinson, Scott Curnow and the Engadine Rover Crew for organising this very special day for the Museum.

Track and associated work

Bull nose kerbing and brick paving, replicating early 20th century Sydney footpaths, has been extended 12 metres south of the new waiting shed. Danny Adamopoulos has been doing the brick work whilst our CSO workers under the supervision of Greg Sutherland have been following behind laying the brick paving. Incidentally the brick materials have been on site a few years now, and this work has allowed us to clear six pallets of bricks from the rear of the Top shed.

Our long term excavation contractor Canini Excavations was back on site on Saturday, 11 November to do some work on various projects to kick them along faster so we have locations to put surplus concrete now that Waratah Loop has been finished.

Storm water pipes from the Waratah Loop shed and drain were laid connecting up to a new pipe

recently put in to align with Sutherland council roadworks in Rawson Avenue. The area north of the Waratah Loop was excavated to allow another panel of eastern track to be installed and concreted across the No. 2 gate. All the spoil removed was relocated to Army Hill, finishing off the remaining section of cess area needing back filling alongside the track. Once again the Museum's tipper rose to the challenge moving the soil with Chris Olsen at the helm.

A large area near the boundary fence with the Army depot was cleared with sandstone boulders placed to act as a retaining wall, allowing the area to be levelled off.

Michael Giddey and Ian Saxon have commenced building the formwork to make concrete pads to support five storage containers. This will allow the relocation of various containers stored in the north end and elsewhere to be placed in a neat and tidy row.

Our resident gardeners Andy and Katie have been busy planting rolls of Buffalo grass on Army Hill and Waratah Loop to quickly establish the grass and make the area presentable.

TAFE crossing

In preparation for future council works in Rawson Avenue, a panel of track has been welded and installed on the north side of the TAFE crossing in the eastern track alignment. A 150mm storm water drain was installed for the new track drain being constructed and future points to be put in. The track welding has been done on Tuesday nights by our Tuesday night works team, Chris Olsen, Danny Adamopoulos and David Bennett, due to the amount of traffic using the crossing during the day. This night work is done in conjunction with materials being prepared by Mike Giddey, who is building the track drains to be installed. On November 29 Mike and Ian inserted tie bars to gauge the track panel in preparation for concreting.

Recovered rail from Kensington

The rail recovered from Anzac Parade, Kensington consists of a mixture of genuine grooved rail, T rail with bolt-on groove, and some pointwork components. The rail with bolt-on groove was selected for an up-coming relay of South Hill, the track south of Depot Junction, as far as the first pole outside the south gate.

Mike Giddey continues to weld the recovered Anzac Parade rail into two 66 metre lengths with the help of Ian Saxon and Tom Tramby for the South Hill relay. Mike is also preparing other materials for the relay such as track drains and steel sleepers.

In order to minimise the time the track is out of service, we are preparing all the materials in

advance so we have everything ready to go when we start excavating.

Workshop and maintenance

Ballast motor 42s has been running with a defective motor cut out and Bill selected a spare GE1000 motor to do a motor swap. The spare motor has been stripped down by the Wednesday crew and the armature was removed. The two bottom field coils had to be re-taped and the motor has been thoroughly cleaned, painted and re-sprayed with air-drying insulating varnish.

The mechanical and electrical work on **Freight Car 24s** was completed during October. The tram was inspected and re-accredited by our Workshop Manager and Chief Engineer as fit to operate on 28 October. Work then turned to the completion of the exterior repainting of 24s by our painting team of Ian Hanson and Peter Butler. This work continued into November. Bill Parkinson very carefully applied the Sydney green paint around the numbers on both ends, a very fiddly task that took a lot of concentration. Katie Strancar was co-opted to repaint the wording on the two crane jibs.

Freight car 24s passed its commissioning trials, having travelled the length of the main line a couple of times. As it turned out the car had been fitted with new brake shoes not long before it was placed out of service by the Tramways. As a result, the brakes were not as efficient as they should have been at first but after some running the brakes are improving as the shoes bed in. On its second trial run north its unique construction came into its own as it was used to transport a prefabricated track drain top to the TAFE crossing. The drain unit was loaded into 24s by our No.3 fork lift and placed into position by one of the car's swivel cranes and chain blocks. 24s is already proving its worth and will no doubt come in handy for future jobs of this kind.

24s is 114 years of age and entered service with the original Sydney Tramway system in 1903. That the tram is now operational again after many years out of service is a tribute to the work the many Museum volunteers have been able to accomplish within the time limit stipulated with the Transport Heritage NSW grant received in 2016.

Our **Essanee rail grinder No.3** returned from its stay at MOTAT on Friday 1 December. Within 24 hours of its arrival it was reassembled and made operational in time for the member's day. It had been thoroughly steam cleaned and shrink-wrapped in New Zealand but our Customs insisted on it being done again. The vehicle is now in much better shape than when it left Loftus some years ago thanks to the efforts of the team at MOTAT. Return shipping costs were the responsibility of MOTAT.

Melbourne Y1 611 made what could be one of the shortest visits to the workshop on the morning of the member's day to have the carbon shoe trolley poles exchanged for ones fitted with the earlier Victorian pattern trolley wheel poles. 611 had not seen much use in traffic due to problems with the carbon shoes not tracking properly and dewiring at certain points and junctions. 611 will now return to normal service as the trolley poles are now more compatible with our type of overhead wiring.

Martin has been refitting new sheet metal panels and beading to **Melbourne W2 392** and undercoating them. Our external contractor has been absent from these works for a few months due to pressure of other heritage works. We are assured that he should be returning to complete the timber restoration works by the time members receive this issue.

Due to the inclement weather on the member's day the opportunity was taken to use **Ballarat 37** on a number of trips in keeping with the prevailing weather pattern and nostalgic memories for some of our older members as they experienced riding on the Ballarat system. It was also a way of preparing for the introduction of 37 into regular service now that most of the traffic staff have been retrained in the operation of manual lap brake valve type cars.

Launceston 14

Ceilings now completed and undercoated in readiness for top coat. Bulk head No. 2 is now completed and awaiting final varnish coatings.

Windows to No. 1 and 2 ends are fitted and undercoated awaiting final top coat. All seat end plates for cross seats are fitted and seats completed.

Backs are under construction. Huon pine side paneling has been repaired and coated with clear finish to give the golden richness of Huon Pine.

Voids on No. 2 front panel have been filled and ready for undercoating. A visit from Leon Colgrave and advice on finish paint of extra panels was welcomed. General over view of work to date is very pleasing, thanks to the enthusiasm of our volunteers.

R car 1808

This car has been at Heritage Tramways Trust (HTT), Ferrymead in recent months being refurbished by a team comprising HTT staff, Christchurch Tramway Ltd (CTL) staff and with assistance from Clinton Pearce from Auckland. A high presentation standard suitable for use on the Christchurch Tourist Tramway was stipulated. The tram, which is now identified by the number 1888, has been repainted to a high gloss finish of light blue gutter fascia panel and lower side panels with

cream lining out (in place of Sydney green), cream with black line and black skirts with a grey roof.

Howard Clark visited Ferrymead on 5 December for the roll out and test running on the circuit. The overall appearance is stunning, and the logic of the renumbering became apparent when the tram arrived in the town area at Ferrymead.

A Chinese couple in traditional wedding attire were at the chapel for their ceremony and were delighted to have some of their photos taken alongside the tram bearing the 'lucky number 1888'. Perhaps a good marketing strategy for operations in the city.

On Wednesday 6 December at 6:00am the tram was unloaded at Cathedral Square, poles were refitted and it was driven by Alex Hunter to Cathedral Junction and transferred to the depot over the pit road for inspection and maintenance work on the undergear.

Crack testing has been carried out on the brake rigging and consequently some items are being sent to an engineering firm for rectification works.

For City tourist use the canvas centre door blinds have been removed. Due to regulatory requirements folding steel concertina gates painted black have been fitted to each doorway, as for street operation seats must not be fitted facing an open doorway.

A set of authentic internal Sydney advertising signs, printed on vinyl by Snap Kirrawee, were delivered and most have been fitted within the car, to the delight of staff and management at CTL.

1888 has been leased by STM to CTL for an initial six year period at commercial rates, including 3 year CPI adjustments), with three six year renewal periods provided (i.e. , a total period of 24 years).

Rectification costs have been paid by CTL and will be refunded to CTL from rental monies until recouped.

The tram is expected to enter service in the new year, once works and driver training is finalised.

Christchurch Yank 12

This car has been dismantled and placed in a shipping container. Works on component body restoration at Ferrymead will progress from time to time as resources become available.

Sydney P 1729 and PR1 1573

Works on the assembly of the three trucks for these cars are progressing well at Ferrymead. All the motors have been overhauled, with some now fitted in the trucks. A spare motor case with an unusable motor was sourced from MOTAT, Auckland and the necessary end plates and motor mountings will be removed to replace those stolen at Ferrymead some months ago.

A couple of motor mounts suitable for bolting to the bogie bolsters need to be sourced, and the fitting of brake rigging and hangers has commenced.

Railway Substation, Sutherland

The official opening of the restored substation build has been scheduled for 8:45am on Tuesday 12 December, 2017, by the Minister for Transport, Hon Andrew Constance MP. Some of the exhibits still require descriptive display boards, which will be attended to once STM officially receive the keys to the building.

Tramway Signal Equipment

Long standing member, Noel Reed, (member #7), has stored various items of tramway and railway signalling equipment under his home in Hornsby for more than 45 years.

On Saturday 11 November, Danny Adamopoulos, Scott Curnow, Adam Greaves, Terry Boardman and Howard Clark attended his home to collect the equipment and transfer it to Loftus in a truck hired with a removal operator, Gregg Dempsey. This included signals from Kensington Junction and Brisbane, a large ground lever rail frame and numerous other items, as well as a number of destination rolls. These were later transferred to Loftus and safely unloaded and locked away, with the assistance of Chris Olsen using our forklift.

Adam Greaves will have the role of preparing some of this equipment for display in due course. Thanks are due to Noel for his efforts to protect this gear over such a long period, now that he and his wife, Doreen are selling their home and moving to retirement quarters nearby. We have been assured that his vast photographic collection and other memorabilia have been placed in safe external storage and will be accessible later.

COTMA Conference 2018

The conference will commence in Perth at Seasons Hotel on Thursday, 13 September and conclude on Tuesday, 18 September.

The conference is followed by a tour of the south-west of Western Australia departing Perth on Wednesday 19 September and ending back in Perth on Sunday evening 23 September.

Miscellaneous

Richard Clarke has now checked on the final testing of the installation of fire sprinkler equipment by Chubb in our south shed. The installation cost was some \$16,000 greater than the grant received of \$13,000 towards this additional cost. This has been met from a few smaller member and friends specific gifts with the balance being funded by unspecified gifts. We are still to

obtain a costing from Sydney Water to connect mains pressure supply beneath the main south rail tracks to the building.

Richard has also obtained a quote in the order of \$54,000 from Chubb to extend fire sprinklers from our display building into the YMCA building on all floors. This is essential before any other works can commence to permit occupancy to occur.

On another note our professional consulting engineer, Alan Wright, who has been involved in all building design and works at our current museum site, has drafted some plans involving extensions to our top shed building to provide some additional storage space on our site. These are still to be considered by the board, and in due course, if proceeded with, will require a revised DA and quotes from building contractors.

Cap badges

The latest cap badge order has been delivered. The latest cap orders are almost ready for despatch. All badges, caps and covers ordered should be in the hands of the orderers by New Year.

Further orders for caps, cap badges and ties should be made to Ian Heather by phone on 0404 014 098 or email mgheather@hotmail.com.

Something from the Bookshop for Christmas

The Museum has reprinted two of David Keenan's books: These are:

TRAMWAYS OF SYDNEY, includes a reproduction in miniature of the tram destination signage - \$26.95

THE SOUTH-EASTERN LINES of the Sydney Tramway System is a detailed history of the tram services from the city to Clovelly, Coogee, Maroubra, La Perouse, Rosebery, Botany and special services to Randwick Racecourse, etc., up to 1961 - \$29.95

David Keenan's other publications are also generally available, plus various other publications, DVDs, etc., including our DVD "Shooting Through" - \$34.95

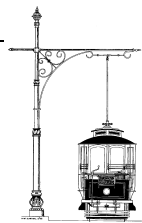
The museum shop is open Sundays 10:00am-5.00pm, Wednesdays 10.00am-3.00pm.

Mail orders can be handled. Please add \$10.00 for postage of one item or \$14.00 for two items. Cheques and credit card payments accepted.

Further enquiries to Peter Kahn, STM Sales, P O Box 103, Sutherland, NSW 1499 or email to peter.kahn@bigpond.com, phone (02) 9665 3820 or 0403 472 341.

Contributors to this issue

David Critchley, Danny Adamopoulos, John Binns, Bill Parkinson, Michael Giddey, Martin Pinches, Howard Clark, Ian Heather, Peter Kahn.



SYDNEY TRAMWAY MUSEUM

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12 December 2017

Gift Appeal - Capital Works - December 2017

Dear Members and Friends,

We have some major projects ahead of us which will require funding.

A quote to fit out the YMCA Building with fire sprinklers in the order of \$54,000 has been obtained. These must be installed before any other works and occupancy can occur.

Fire sprinklers have now been fitted and tested in our south shed. A shortfall of \$13,000 above the grant received was funded by some specific gifts made under our June 2017 appeal, as well as from other non-specific gifts. Thank you! A mains pressure connection under the main south rail line still needs to be costed by Sydney Water. It is vital that this work is completed promptly. Other steps to strengthen door security there have also been taken.

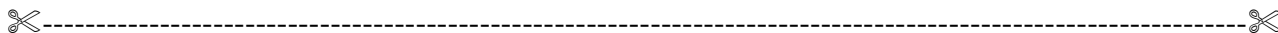
As you will know we have great space constraints at our Museum site. Recently an outline draft plan was received from our consulting engineers which is designed to increase the capacity of our top shed. This needs to be put before the Board before it can proceed further, and funding to see this proceed will be needed next year.

Works continue in Christchurch on the assembly of the three bogies for P 1729 and PR1 1573. The overhaul of the six motors is nearing completion.

Additional gifts towards the above works or other preferred works again will be gratefully received, if you are in a position to assist with a gift, no matter the amount, as any contribution will be gratefully received. 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: Fire sprinklers – YMCA – South shed / Building upgrades / Tramcar restoration, P 1729 / PR1 1573, or other project _____