

# TROLLEY WIRE REVIEW.

National Magazine of the Australian Electric Transport Museum

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A hearty welcome to all members of the new Transport Museum.

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It gives the Executive of the A.E.T.M. great pleasure to present to members this first edition of our now quarterly review which will appear approximately midway between each general meeting. It is the aim of this magazine to keep members in touch with happenings within the museum, in particular, our activities "on the site".

To bring you all up to date with movements here is a brief summary of our activities:-

Office Bearers.            President .....R.L. Young Esq.  
                                  Secretary.....B Craig, Esq.  
                                  Treasurer .....B.J. Parle, Esq.  
                                  Gen. Manager .....N.L. Chinn, Esq.  
                                  Auditor .....H. Ballmont, Esq.

Museum Site.            Investigations were carried out with the Department of Govt. Transport with a view to leasing the Seaforth section of the old Manly tramways. However, upon learning that a proposed expressway will eventually divide this section into two portions, we had no option but to turn down the proposition.

At present, we are concentrating on a private disused tramway. Something definite will be known at the next General Meeting.

Tramcars.                The A.E.T.A. has agreed to transfer over to us the four trams in their possession together with all sundry items. The Executive has obtained from the Department four additions to our fleet, Nos. 529-530 'E' cars, freight car 24s, 115s and Balmain counterweight grip trolley. However, these cars will not be handed over until the Museum obtains a site.

Advertising.            The Publicity Officer, Mr. Ron Murray, has drawn up two advertisements to appear in "Electric Traction" in order that the Museum may be made known throughout the transport enthusiasts in the country and overseas. It is also intended to place an advertisement on the notice-boards at all tramway depots.

## TRANSIT TOPICS

### RAILWAY FORGES LINK

Opened January 20<sup>th</sup>, 1956, the long awaited linking of the city tunnels inaugurates a new era in down-town transit. The track is of the most modern design, incorporating rubber base tie plates, with marked reduction in noise level for both riders and people on the street. As a result of the new construction, all suburban services have been re-cast and a more efficient and economical working has resulted.

Despite a few protests against the design from an esthetic point of view the public reception of the new facility has been enthusiastically endorsed. Quite a considerable amount of building construction remains to be completed on the station building itself, but when completed the structure will have an impressive aspect.

The first train through the station was electric set F.39 which left Central at 10.02 a.m. and arrived at Circular Quay 6 minutes later, carrying an official party. This set is first of 10 to be equipped with air-operated doors, a safety feature which has been long advocated, and which in view of the increasingly metropolitan character of the city's population, appears to be warranted.

### NEW SERVICE STOCK.

Noted recently undergoing trials was the new weed-killer car. This car has been built up on a spare 'R1' truck. In the centre is a platform on which the operator of the equipment stands who manipulates the burners which are mounted vertically over each rail of the truck. The fuel for the burners consists of a number of oxy-acetylene bottles mounted vertically in front of and behind the operator's platform. The equipment is propelled by a rail-grinder. This should prove a useful addition to the service vehicle fleet.

### NEW BREAKDOWN STOCK.

All depots except Rushcutters Bay have now been equipped with double-truck breakdown cars converted from 'O' type passenger cars. This type of vehicle has been needed for many years, and will facilitate the moving of dead cars and the speedy restoration of normal services of accidents. The conversions were carried out by the simple expedient of removing the seats from the enclosed compartments of the cars and boarding in the sides. The cars are numbered in the service stock 140s-144s (*140s-0143s*).

### MUSEUM ADDITIONS.

Some interesting relics were received as a result of the closing of Fort Macquarie depot. These consisted of break-down gong, depot plates and several framed blueprints. We have also been handed to preserve an 18" section of the cable track from the Balmain counterweight.