

TROLLEY WIRE

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FIRST APPOINTMENTS

The General Manager is pleased to announce the appointment of the first two supervisors on the South Pacific Electric. Ron Jackson has been awarded the position of Supervisor of Buildings and Bob Young has been appointed to Supervisor of Way and Works. Two further positions will become available in the near future, these being Car Shop and Equipment Supervisor and Comptroller of Stores. Interested persons should enquire from the General Manager for further details.

GENERAL MEETING.

The next General Meeting will be held on Friday, July 12, at the Devonshire Street Railway Institute at 8.00 p.m. SHARP. All members are requested to attend as this meeting is one of utmost importance. Among other things, the following items are on the agenda – 3 proposed fan trips, change of meeting place and time, the summer work programme, priority of car restoration, additional cars worthy of preservation.

S.P.E. ROLLING STOCK

Anticipating a usual Sydney winter, which fortunately has not eventuated to date, all bare woodwork, bare and rusty metalwork on the cars was primed and sealed against the weather. Fortunately we do not suffer from snow and severe winters which the U.S. museums sustain, but even so, the condition of some cars warranted this protective measure. Incidentally, three of our members have got the self-retrieving trolley base on 393 working again, making this car the sole possessor of this type of base in N.S.W.

AFFILIATION.

In the near future the museum Executive is to consider making an application to the world federation of trolley museums for inclusion in its ranks. This organisation has been established for some years in the United States to facilitate the friendly interchange of information and solutions to common problems and to bring the museums into closer contact with one another. Each year a publication is issued which details each museum, its cars and progress to date together with interesting illustrations of cars on the road.

VISIT BY VANDALS

At sometime during the week ending June 15, vandals, presumably small children, entered the depot and damaged several of the cars. As far as can be ascertained the culprits gained entry by climbing over the doors on the front of the depot probably utilising their bicycles to gain height. Since the occurrence measures have been taken to prevent another instance of entering by unauthorised persons, but these are more or less a temporary measure, and the Executive feel that the problem will not be effectively overcome until a roof has been placed over the cars.

In actual fact, the roof will be the first permanent part of the depot and eventually, the corrugated iron at present on the walls will be replaced with new material.

A thorough inspection of the cars reveals that the only damage sustained has been broken glass in 2 windows and a number of headlights and destination glasses smashed. The glass light fittings in the "C" car were also smashed. The matter was immediately reported to the Sutherland Police and the National Park Ranger.

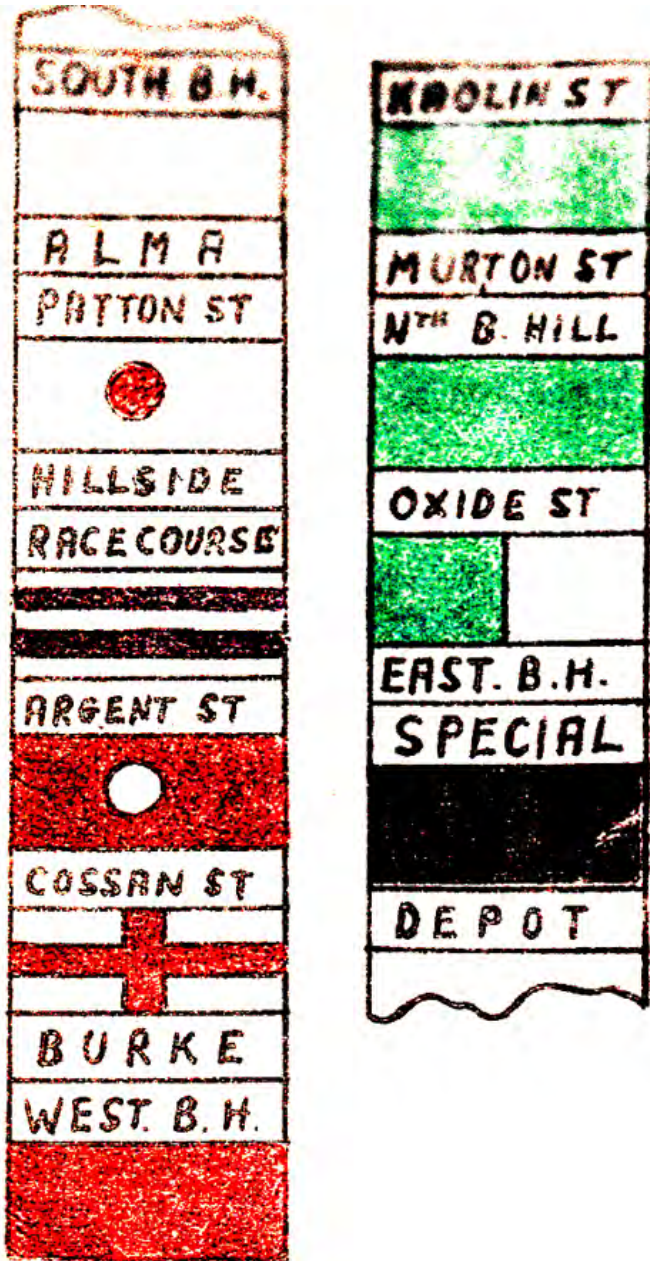
SUMMER PROGRAMME

In consequence of the above, the Executive has brought forward the commencement date of the Summer programme from August to July, and arrangements are now in hand for work to recommence in earnest on July 14, 1957. There is no doubt that the only effective measure which can be taken to keep out vandals is by making an early start on the construction of the depot, and firstly, by placing a roof on the building.

Once again it is up to one and all to get cracking and lend a hand when July 14 comes around because the longer we take to get the roof on the more opportunities we give the vandals.

ON THE SITE

Since last issue apart from the Winter easing up, work has carried on but on a less furious scale. Anticipating a visit from those with nothing better to do, barbed wire has been strung around the top of the corrugated iron but unfortunately we were just beaten to the punch. Work is almost completed on the external painting of the depot building, the only remaining section to be done is that which requires the use of an extension ladder which cannot be transported to the site as the Museum's No. 1 motor vehicle is on the blink. In order to fulfil our promise to the Trustees to get the shed painted as soon as possible, the Museum hired a compressor and spray-painting outfit which expedited the work.



BROKEN HILL N.S.W.

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Steam tram destination roll of the Broken Hill tramway system. The signs for 'ALMA', 'HILLSIDE', 'NTH B. HILL' and 'OXIDE ST.' are believed to have appeared at one time during the life of the system.

All letters are white on a black background.

Second in a series of recent destination roll signs from "Trolley Wire".

FROM THE PRESIDENT

March 18, 19 and 20 will probably go down in the Museum's history as the days on which the most notable achievement the organisation could attain took place.

There is no need to mention again exactly what occurred on these days, as nearly all the members were present at some time to assist in the movement. It is no secret that those present on the Monday evening felt justifiable pride when the walls of the depot behind No. 2 road was closed up after the first three cars had been safely rolled onto the road.

When one looks back (it is surprising that over 18 months have gone by since the Museum was formed), the progress made by us must surely be one which takes pride of place among the many traction museums throughout the various countries, and as a point of interest, we believe our car shed is the largest on any museum railway.

There is no doubt that our progress has been made possible by the financial help given by the members, further more, seeing that work did not commence on the site until late August 1956 and proceeded henceforth at a fast rate, all being done in our spare time, and at weekends, our pause to look back and see the fruits of our labour, worked in the face of scepticism, is gratifying. Surely we, and our colleagues at Parramatta Park, are truly historical societies, and it is a pity that it is now too late to have Steam and electric trams operating on the line - - as a complete operating example of transit development.

The New South Wales Steam Tram and Railway Preservation Society and the Australian Electric Traction Museum are organisations whose aims have been long overdue in this country, so far as historic railroad and street railway fans are concerned.

One cannot overstress the point that our electric traction museum would not have been possible without the support and encouragement of a Commissioner sympathetic to our aims. We have heard of the support and co-operation our American counterparts receive from the various transit companies and operators in the U.S., but we have not heard of support such as we are receiving here in Australia. Along with the Commissioner, I would like to record our thanks to his Officers and staff at Head Office, Randwick Workshops and the various tram depots for their advice and assistance on the many problems which have arisen since we commenced the project.

To the President, Board and Administration staff of the Royal National Park Trust, we are indebted for their generosity and consideration of matters which have arisen since our occupancy of the area in the park.

The Museum Executive is certain that as the years go by, and the railway becomes more established and the project gradually develops, it will evolve into an attraction of great interest and one ideally suited to such a location,

Although no complaint has been made to me by the General Manager in this regard, members are requested to always ensure that no litter is left lying around the site after a day's work. We cannot afford any adverse criticism at this early stage, for that matter, at any time in the future. Our past critics will always be waiting for an opportunity to give the Museum adverse publicity, and we must always make sure of having a clean sheet.