

TROLLEY WIRE NATIONAL MAGAZINE of the A. E. T. M. REVIEW

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NEXT GENERAL MEETING.

The next General meeting will be held on Friday, May 2, at the Devonshire Street Railways Institute at 8.00 p.m. This night has been set down for exchange browsing through one another's photographs of the glorious past.

DESTINATION PRESERVATION.

Your Executive recently commenced negotiations with Mr Jack Richardson of Traction Publications for the printing of an additional booklet in the 'Destination' series entitled DESTINATION PRESERVATION.

It is the intention of the Museum to include in the book details and photographs of all cars at present being preserved by the various organisations in Australia and cars which they consider worthy of preservation and which may be included in rosters at some future date. In addition to all this interesting information on the cars themselves, details of the organisations and future plans for their various railways will be included.

As car preservation is now gaining impetus in this country we feel that the time is ripe to make known to all rail fans our story to date and plans for the future and the addition in the 'Destination' series is an ideal way of publicising our activities to those with similar interest to our own.

Bob Young discussed the matter with Jack Richardson while in Melbourne for the AETA convention over Easter and as he has not yet returned from his visit to Melbourne and Tasmania We ourselves do not know what points they raised with one-another or suggestions they may have.

All these details will be available at the next general meeting.

General Meeting dates for the remainder of this year are –

Friday, July 4

Friday, September 5

Friday, November 7

CAR REPAINTING SCHEME.

----- An idea has been put forward to enable work to commence on re-painting of certain of the Museum's cars. The plan is for a member or members to "adopt" a car and carry out any necessary repairs and then to paint the car in the various colour's decided upon, these colour's being those in use over the years by the Department for which some of the cars have been more well known.

The plan is to go into effect straight away and it is hoped that you will give this idea "a go." These cars have not been painted for periods up to 22 years and if a move is not made soon to do something the timber work is going to have to be replaced a far more expensive task than repainting. The cars available are listed below. If you wish to participate please tell the General Manager at the next General meeting or by mail as soon as possible so as arrangements can be made to obtain all the paint at the one time.

"N" 728	"F" 393	"C" 290
"K" 1296	"E" 529	"E" 530

FINAL TOUR.

----- The museum has made an application to the Department to operate the last passenger tram over the North Sydney tramway system when that area is converted to other operation. Special souvenir tickets will be printed and all persons connected with the Museum will be invited to attend. The scale of charges will depend upon the Departmental hiring fee and members will be notified later.

It has not yet been decided which car will be used, assuming permission is granted, but 808 "O" will most likely be the car unless the next General meeting decides differently.

ENGLISH NEWS

----- Museum member Mr. Noel Reed at present in England reports a few items for us ... On Saturday 14th September 1957 the Liverpool tramway finally closed their last routes. Regular services ceased after the midday peak when buses took over. At 5.0.p.m. a procession of 13 special trams left the depot for a ceremonial last trip over the 6A route. The last car No. 293 was specially decorated and carried the Mayor and other local brass who afterwards were treated to a tea party at the depot. Noel obtained for the Museum 3 Liverpool destination rolls.

Noel also tells us that the English Museums have been offered a large area in the south of England on the estate of some Duke to set up their tramway system.

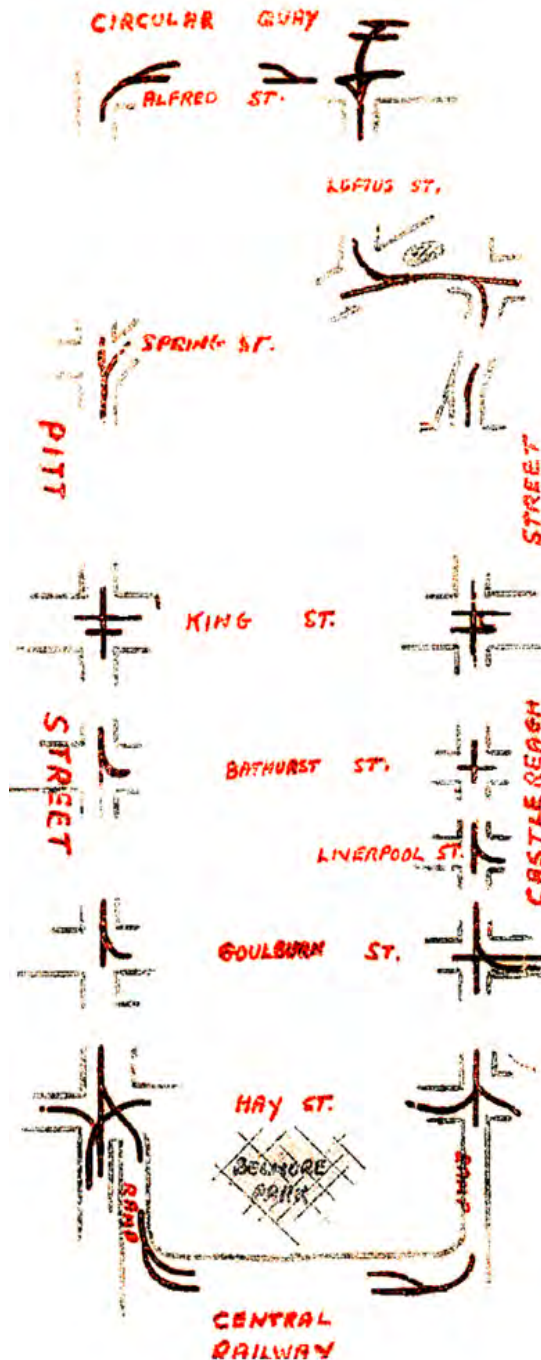
Items of Sydney tramway news are apparently interesting to tram starved Londoners as a London paper carried a photograph and story of the recent Taronga Park Zoo tram mishap.

16 Points
7 Crossings
On the main lines

Upon opening of these lines, the following services were transferred from:

Elizabeth St.
West Kensington
Rosebery
Alexandria

George St.
Cooks River
Earlwood
Dulwich Hill
Canterbury
Botany



Junctions,
Crossings and
Turnouts on the
Pitt & Castlereagh
Line.
NOT TO SCALE

Opened 1901
Closed 1957.

Depots from which
cars operated were:

Fort Macquarie
Newtown
Tempe
Dowling Street

SOUTH AUSTRALIAN BRANCH

An application to the Premier of South Australian for the granting of a lease of portion of the Shepherd's Hill Reserve to the branch as a site for a museum railway has been declined.

Following negotiations between the Branch Secretary (Mac Alexandria), Councillor D. McLuskey and the St. Kilda Progress Association, the Salisbury District Council at its meeting on March 24th agreed to make a site available to the branch at St. Kilda providing a suitable area can *[be]* located.

St. Kilda is a poorly developed beach resort on St. Vincent's Gulf in somewhat swampy land and about 20 miles north of Adelaide. However, the Council intends to develop the beach as quickly as possible as the main beach for the new satellite town of Elizabeth which is being built nearby. To that end a new swimming pool has just been completed.

The Municipal Tramways Trust has agreed to allow storage of the three cars at Morphettville to continue for an additional period of two months.

The MTT has also been requested to give consideration to the preservation of a double-deck AEC trolleybus and a double-deck six wheel Leyland trolleybus by the branch. Only three of these 35 buses are still in Traffic most of the remainder being in temporary storage of Port Adelaide Depot prior to sale.

Trolley 216 ('Green Goddess') has been completely repainted externally in its original colours and the interior has been repanelled.

Although membership is continually increasing, attendances at several past meetings have been disappointing and members are reminded that meetings are held on the fourth Friday of every month except September at Toc H Rooms, Selbourne Chambers, 40 Pirie Street, City, at 8.00 pm.

President Ron Murray left Sydney on the Iberia last Friday heading towards Europe and America on a sight-seeing jaunt. Whilst in the US Ron plans to visit the Seashore Railway at Kennebunkport.

MELBOURNE CARS IN 'MOTHBALLS'

A Museum Officer who recently visited the Victorian system paid a visit to Malvern Depot and inspected the cars being preserved by the Historical Preservation Division of the AETA in that city, and reports that the old timers are in exceptionally good condition (typical Victoria) and all in working order capable of being operated at a moment's notice.

The cars have been covered with canvas sheeting which would go a long way in keeping out that persistent bug-bear, dust. The paint work is in excellent condition and no restoration work is required at all and apparently were given a good going-over prior to handling over. All the cars on the roster are in Malvern Depot and on rails except one car which is on temporary wooden rails and presents no difficulty when the time comes to place it back on tracks.

ITEMS FROM WEST AUSTRALIA

On his last visit to Western Australia, Arthur Perry, acting on the Museum's behalf, acquired a number of small items from the Western Australian Government Tramways and included destination rolls, a set of colour light signals, a uniform and other unique items from Perth. We were offered a car if we could get it shipped to Sydney.

FIND OF THE YEAR

Remember the 'Toonerville' that was featured in 'Destination Subiaco' that ran in Leonora, Western Australia. Well, Leonora's No. 1 still exists believe it or not, and is in the backyard of Mr Dick Leaney who apparently gave No. 1 its first coat of paint. In the April 16 issue of 'People' No. 1 was given a pride-of-place two page spread with photographs of No. 1 on the first day clearly showing the double trolley poles, a steam motor with two double-deck trailers and Mr Leaney standing on No. 1 in his backyard. If this isn't the find of the year what is?

Mr Leaney would like to see No. 1 preserved but unfortunately when one considers where the car is located it seems very remote. We are going to get in touch with Mr Leaney and let him know we exist and he undoubtedly would have a lot to tell us about that small one mile line.

Australia now has two No. 1's – something we did not know.

General Manager Norm Chinn is now on the air and can be contacted on LJ-9754 – and during business hours on FF-2073