

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

Vol. 3. No. 3.

Issue No. 13

June 1958.

SOUTH AUSTRALIAN BRANCH.

The Salisbury Council is now negotiating on behalf of the S.A. branch of the Museum with the Education Department of South Australia for the purpose of acquiring two acres of land, formerly the site of the St. Kilda school.

During the past two months an extensive "Spare part" drive has been conducted by the members. Many valuable parts have been obtained from cars Nos. 121, 122, 131, 139, 149, 165 and 208. The drive is to be continued in the near future on cars at present used as shacks near the city.

A request to the M.T.T. for a double deck trolley bus has been refused.

During April, "A2" class No. 42 was towed to Morphettville Racecourse. Soon after children managed to push the car several hundred yards down the line (it having no brakes) and it was decided necessary to re-shunt the cars to place 42 in the centre of the group. "A" class No. 1 was found to be in excellent operating condition and was used to tow 42 while "E1" class No. 111 was satisfactory after cleaning dirty controller fingers. "D" class No. 192 is in good order and ran well. Handling of the cars was done by our Vice-President Mr. John Parker.

Following serious collisions, damaged bodies of "F1" class cars are now being replaced by old "F" class bodies on "F1" trucks. The bodies are then renumbered to take the number of the original "F1" car, whilst the damaged body is given the number of the exchanged body. "F" 234 is now 266, while two other as yet unidentified "F" cars have become Nos. 263 and 284. It is somewhat surprising to see a former well known silver car re-appear with a shabby Tuscan red body.

On July 19th next all remaining tram routes are to be converted except Cheltenham and Glenelg. Cheltenham is expected to go by October.

Meetings for the remainder of the year are. 27.6.58. 25.7.58. 22.8.58. 24.10.58. 28.11.58. 26.12.58.

**YASS TRAM.** Although not in the electric traction field the Yass tramway had a feature which was of interest to us and that was the use of "Tramway type" tickets. The last instance of their use in N.S.W. An application was made to the Railway Department for a book of each value but was refused on the grounds that the tickets were being used by the local bus service ?.

**SPARE TRUCKS.** During a recent interstate trip by a Museum Officer a visit was made to the office of the S.E.C. in Victoria in connection with possibility of obtaining maximum traction bogies for our fleet. The visit was a success as a letter received during the week reveals that that body will be only too pleased to assist us when some become available. This move was necessary as no parts were available in N.S.W.

**BRISBANE TRAM.** Some of you no doubt saw the article in the "MAIL" several weeks ago when it was stated that "a Sydney transport museum was last night given a dreadnought type tram for preservation. Their request for a 4-wheel type car was refused by the City Council as it was decided this car, being the last of its class in Australia, was too valuable and would, instead, be preserved by Council."

Last Monday a letter was received from the B.C.C. telling us the above news, but not letting us into the secret of which car we could have. The Secretary has dispatched a request for the vital information. More next issue. We hope.

**NORTH SYDNEY DEPOT.** A letter has been sent to the Transport Department requesting certain articles from North Sydney Depot, Wynyard and The Bridge for preservation. Listed among other things are the Lifting jacks used for re-wheeling and so important to us as they present the only means of parting our cars from their bogies.

**SEASHORE. U.S.A.** A letter has been received from the Conference of Railway Museums in the U.S.A. informing us of their activities and inviting us to join in. The secretary has sent them a letter explaining our activities and asking for full information. As a point of interest they told us that they had made an application to the Transport Department in Perth W.A. for a tram which unfortunately was refused. We suggested they contact the Sydney people and try and obtain an "O" car which we feel would be a good representative car of early Australian tramways.

**PERTH W. A.** In answer to a recent request for several historical articles from the Perth system a letter was received last week advising us that the following articles have been made available for preservation. Plans & blueprints, Photographs, Tickets, Destination Rolls, Tram stop signs, Uniform and cap, Trolley wheel, set of "Nachod" signals and several other items. Arrangements are to be made to have these items brought over any member who can help please contact the Chief Clark as soon as possible.

Printed by the Publishing Staff on behalf of the Executive of the A.E.T.M.,  
13th June 1958, at 13 Inelgah Road, Como West, NSW.

# ENFIELD

10th ANNIVERSARY

21-8-58

CLOSED - 21-8-1948

The "ENFIELD" lines were operated from Ashfield railway station and were opened to traffic as follows.

Ashfield Town Hall to Enfield 3.9.1861.

Ashfield Town Hall to Ashfield station 15.9.1899.

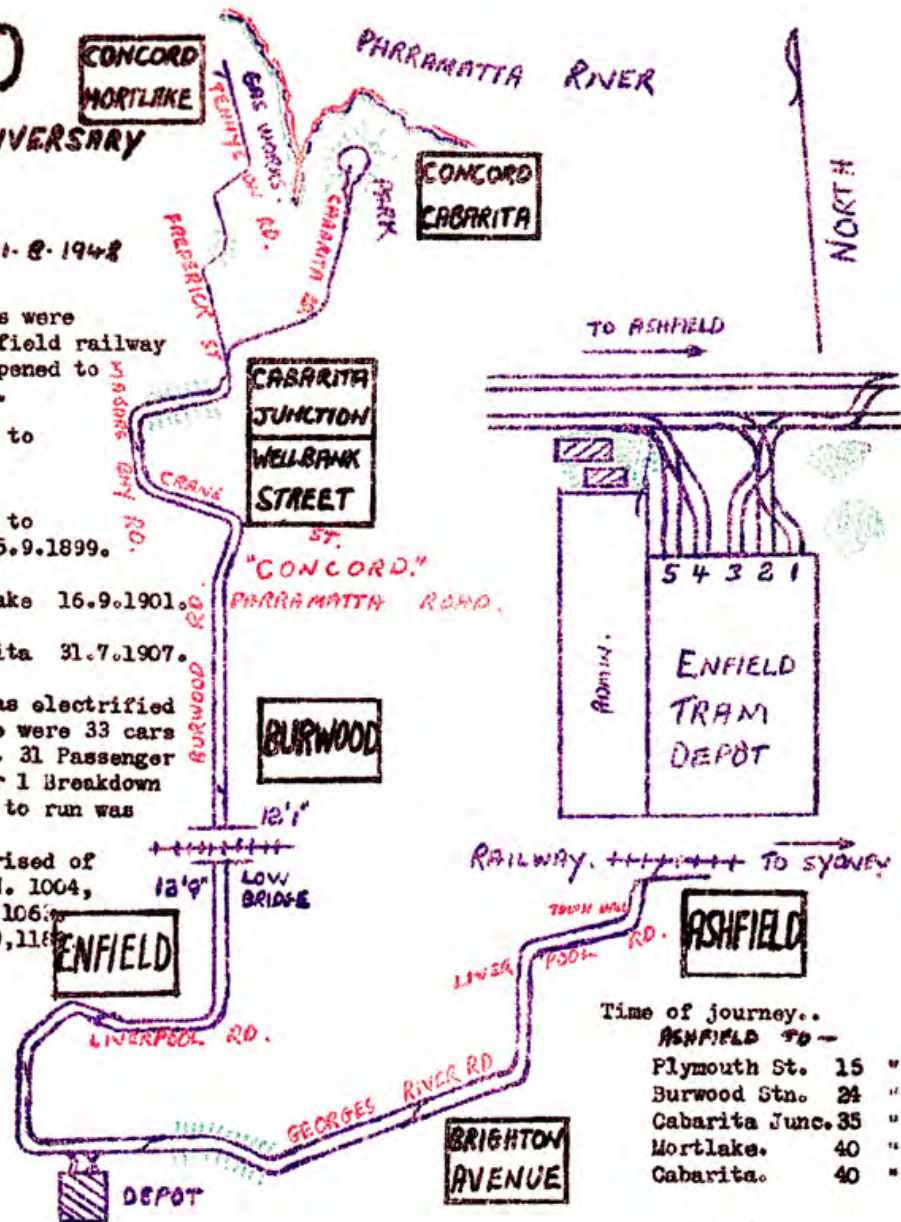
Extension to Mortlake 16.9.1901.

Extension to Cabarita 31.7.1907.

The whole system was electrified on 5.1.1912. There were 33 cars kept on the system. 31 Passenger cars 1 Nail grinder 1 Breakdown car. The last car to run was "O" No. 1061.

The fleet was comprised of 115s, 133s, 707, 708 N. 1004, 1040 - 1042, 1044 - 1061, 1080, 1139, 1144, 1169, 1182

PLYMOUTH STREET  
TANGARRA STREET



Time of journey..

ASHFIELD TO -	
Plymouth St.	15 "
Burwood Stn.	24 "
Cabarita Junc.	35 "
Mortlake.	40 "
Cabarita.	40 "

KML / MLC.

GENERAL MEETING. The next General Meeting of the Australian Electric Transport Museum will be held in the Railway Institute Devonshire Street at 8 PM. The programme for the evening includes a "Question & Answer's" session. Mr Chinn will have all his tramway notes with him so if you want to fill in any missing information from your books come prepared.

4th JULY 1958

TRAM TOUR. A farewell tram tour of the North Sydney System will be held on Sat. July 28th next. The trip departs Nth. Sydney Depot at 1 PM. Tickets will be available on the trip. All Museum members are expected to attend the function in order to make it a financial success, as well as a social one. This tour is being held in conjunction with the A.E.T.A.

CARS FOR PRESERVATION. An application has been made to the Transport Department for additional tramcars for preservation. If granted it will add the following cars to the Museum roster.

"O" class No. 808.	"P" class No. 1682.
"P/R1" " " 1582.	"R" " " 1738.
"R1" " " 2087.	"U" " " 99.
"W" " " 113.	"S" " " 144.

This would bring the total number of cars to 18 cars (including the Brisbane car.)

CAR REPAIRS. During the month work was carried out on various cars in the shed. "K" 1296 underwent a complete roof repaint, "E" 529 received similar treatment and "E" 530 is at present being burnt off prior to repainting.

Reconstruction is also taking place on "F" 393 and it is hoped that this car will soon be completed in the old colours.

Delivery was taken of some 375 sheets of 2nd hand Gal. iron from the Dept. for use on the roof of the Depot.

CORRECTIONS FROM THE LAST ISSUE. On page 3 of the last issue the date of transfer of certain services from Elisabeth and George Streets City, to the Pitt Street St. line was given as 1901, the opening date of this line, where in they were not transferred until after the opening of the City Railway in 1926.

FOR SALE..... HO Gauge items. 2 Riverossi Dockside Loco's. 1 Tenshodo N.Y.C. Hudson Loco. Various Riv. & Tens. rolling stock. Several Trix American cars. 2 Interurban and 2 Streetcars. Other traction equipment. 90ft. Assorted Peco & Gem track. Interested ? Ring JM 4429.

STOCKTAKING.. ALL officers and Members are reminded that the Museum will be stock as of August 31st next and we would like all museum property handed in by July 31st.