

TROLLEY WIRE REVIEW

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MUSEUM DONATED WORK CAR BY DEPARTMENT OF GOVERNMENT TRANSPORT.

Under date of October 7th, 1958, the Secretary of the Department of Government Transport, Mr. G. Wakeley, advised the Museum that approval has been given for track and line car No. 99U to be made available to the organisation for historical preservation. While 99U is a unique car in its own way, it is one which we could not have got along without too successfully as it is specially designed for line work over reserved track.

99U started out in life as an ordinary ballast motor and was used on construction work along with the other cars of the class. Incidentally, 99U was the last ballast car to be constructed for Sydney.

When the Bridge was opened in 1932 it soon grew evident that some other method would be necessary instead of the flexible tower wagons in maintaining the overhead, so in 1934, 99U was converted for use through the tunnels and over the bridge.

The original driver's cabs were replaced with the familiar 'O' type cabs and a line tower was fitted to the car.

99U spent the rest of its days working over the bridge and the only times it was in use anywhere else was when the regular Military Road ballast motor was in Randwick for maintenance.

The ballast motors were at one time a very familiar sight in the streets of this city and as they were usually surrounded by a multitude of passenger cars their passing has, unfortunately hardly been noticed.

The latest addition to the Museum's roster of cars is now waiting out at Randwick for the organisation to take delivery of the car.

Your executive estimates this will cost approximately £50 and the appeal for this amount is on from now!

Besides being an historical car 99U is going to prove to be a great workhorse. So, if we want to save on muscle-power and get out of awkward work we must get 99U up to National Park.

Please send your donations no matter how small, to Ben Parle at 10 Karuah Road, Turramurra.

AUCTION NIGHT

The next meeting which will be held on Nov. 7, has been planned as an auction night. All members are requested to bring along any surplus items they may have and no longer want. Besides helping one another, you will be giving a boost to the Museum's 'peter'. Bring some money too!

"DES. CIRCULAR QUAY"

Members are reminded that stocks of the book "Destination Circular Quay" are fast dwindling and that they should secure their copy early so as to avoid possible disappointment. There is no need to emphasise the point that stocks will not last forever, so obtain your copy now before the rush depletes existing supplies.

South Australian Branch cars now on site.

The weekend of 9-10th August saw the first of the cars owned by the S.A. Branch of the A.E.T.M. transferred to their permanent home at St. Kilda.

The cars No. 1, 42, 192 were removed from Morphettville to St. Kilda over the weekend and No. 111 followed on the 12th.

The contractor used a new method of tramcar removal when he loaded the cars on his road vehicles complete with bogies. The trucks were supported by chains put under the motors and up over the floor of the cars. The whole operation being a great success.

The cars were moved none too soon as the dismantling contractor had removed all track from Morphettville area up to the wheels of No. 111.

Unfortunately, the temporary wooden track laid on the site at considerable trouble by the members proved highly unsuitable and the cars had to be laid on sleepers as a temporary measure.

On the bright side however is the news that Mr. Roach, a former Hackney conductor, has been appointed Honorary Caretaker of the Museum's property. Mr. Roach conducts a market garden on the other side of the road.

The Woods & Forests Dept., have been approached with regard to suggesting suitable trees to be planted on the site.

S.A. BRANCH GENERAL MEETING.

Members are reminded that the Branch meets monthly on the FOURTH FRIDAY. Members are also requested to attend and help with the business of operating a Trolley Museum. Don't leave it to a few!

MUSEUM OFFICERS FOR 1959.

During the Annual General meeting the election of Officers resulted in the following for 1959:

PRESIDENT	J. Radcliffe
VICE. PRES.	J. Parker.
SECRETARY.	F. M. Alexander.
TREASURER.	P. R. Shillabeer.
GEN. MANAGER.	C. J. Steele.

MUSEUM TRAMCAR IN ACCIDENT

The Museum's "F1" car No. 262 was damaged in a fatal accident at Cheltenham on August 7th. last, and has now being withdrawn from traffic. Damage to the car was slight being confined to a broken window, damaged stanchion and steps and axle box slightly damaged.

GENERAL SOUTH AUSTRALIAN NEWS.

Adelaide's last remaining street tramway to close. The last line of the Adelaide Tramway System, the Glenelg interurban excluded, the Cheltenham route is to close on November 22nd, the same day as the last of the Sydney Western Suburbs lines. It is most disappointing to note that the M.T.T. did not wait just one more week so as to allow the tramway to reach its 50th Anniversary. The first electric tramcar having run in Adelaide on 30th November 1908.

Following the removal of all overhead from disused lines, work has commenced in the city on the removal of overhead in Grenfell St. and Currie Street. Station nameplates a long standing feature of this famous line have been removed.

CARS TO BE CONVERTED INTO LOCOMOTIVES

The Electricity Trust of South Australia proposes to convert two electric tramcars to diesel electric shunting locos for use in the power station at Curlew point, Port Augusta, on the Commonwealth Railways 4-8½ line. It is proposed to mount a diesel engine and generator in the "dropcentre" portion of the cars and it is expected that F cars Nos 205 and 221 will be the cars used, as these are in store at City Depot.

All double-deck trolley buses are now out of traffic being replaced by 800 series diesels.

BRISBANE CAR MAY STILL COME TO SYDNEY

The recent Labor Day weekend afforded Vice-President Bob Young an opportunity to journey to Brisbane and discuss with the Brisbane Transport Department its decision to donate an old car to the Museum so that it may be preserved.

During Monday Bob had discussions with Manager Barlow and other officers of the Department on the subject and was informed that our request for cross-bench car No. 180 would be reconsidered in view of our reasons why this particular car should be saved. Our original request also included No. 65 but the BCC Transport Department is retaining this car as a start to a representative static collection of historical equipment for ultimate display in that city.

After discussions, Bob inspected the older rolling stock, including 180, at the Paddington Depot, and he was impressed with the condition of the old timer. Appearances indicate 180 received maintenance attention not so many years back and its roof and bodywork are in A-1 condition, considering its age, of course. (She wouldn't be any good if she never had that "worn-well" look.

Brisbane Trammies, always willing to oblige, got the old girl under way, and trundled up the Paddington Depot road to show Bob she still has a fair few miles left in her – and she has!

Bob returned to Sydney on Monday afternoon feeling confident that 180 will not go to the scrap heap and oxy torch.

MUSEUM OFFICERS FOR 1959

During the Annual General Meeting held on September 5, officers as listed below were elected for the ensuing year.

President.	Ronald E. Murray
Vic-Pres.	Robert L. Young
Secretary	Barry Craig
Asst. Sec.	Clyde Woodside
Treasurer	Ben Parle
Gen. Manager	Norman Chinn

The telephone of the Secretary and General Manager are UA 5644 and LY9754 respectively.

FIRST BUS TRIP "ROARING" SUCCESS

NSW members spend an interesting day on Sunday, Sept. 21st, when the Museum operated its first bus trip to former steam tramway locations, in this case to Newcastle.

27 riders left Eddy Avenue at 7.45 a.m. in one of the latest underfloor engine buses (No. 3061) and spent an enjoyable trip direct to Speers Point. After inspecting the location and the remains of the steam trams in this area, the party travelled on to Brush Ck. Junction where this famous location was selected to have lunch.

During the afternoon, the group travelled to the Morpeth and Maitland areas and inspected the old Maitland depot which was purchased by the Kurri Kurri Co-operative Society and is in use as a store.

Ben Parle could not resist using his new movie camera during the day so the occasion was recorded in a very professional manner as the bus covered the former Maitland line.

After a very full day, bus and thermos flasks were taken to Hamilton Depot for refuelling and then left for Sydney at 5.10 p.m. If you think drinking a cup of tea in a train is difficult, just try it in a bus!

Waiting passengers along the Adamstown bus route, as were other people throughout the afternoon, were quite surprised to see a gleaming new bus with a tramway destination box out front apart from the cafeteria-on-wheels atmosphere on the return trip.

Here's hoping those of us who did not go on the trip do not have to wait too long to see the movies., Another aspect for those who remained in town to think about is that while the trip ran in bright sun, Sydney drowned.