



Vol. 3. No. 4. Issue No. 14 August 1958.

TRANSFER OF MR. JOHN WOOLDRIDGE D.G.T.

As from 30.7.58. Mr. J. Wooldridge, Suggestion & Invention Officer of the D.G.T. has been transferred to a new position.

Though not known to most of the members of the Museum this gentleman has, for the past ten years, handled all our 'problems' and had on many occasions helped us over and above the line of duty. In many ways the success of the Museum is due to the help he gave us.

The Executive of the A.E.T.M. has offered Mr. Wooldridge Hon. Life membership of the Museum. It is hoped he will be able to accept.

NORTH SYDNEY CLOSED

Following on the closure of the North Sydney tramway system on 28.6.58. A large amount of material was handed over to the Museum for preservation.

Important items included many books of staff tickets, card files and other records. Unfortunately the re-wheeling jacks were required at Randwick Workshops and we will have to wait until they are no longer needed by them.

NEXT GENERAL MEETING.

The next general meeting of the A. E. T. M. will be held in the Railway Institute Devonshire Street at 8 PM. Sharp.

FRIDAY SEPTEMBER 5th

THIRD ANNUAL MEETING.

The third annual meeting and election of officers of the A.E.T.M. will take place on Friday September 5th at the Rly. Institute Devonshire Street, City.

This is a most important event in the operation of the Museum and all members are asked to attend and VOTE for the person THEY want in office to run the organisation for the next twelve months.

Many of the Executive officers, who have been with us since inception, would like to see new faces on the Executive. There is plenty of work for everyone so give it a bit of thought and if you would like a particular position nominate for it.

REMEMBER SEPTEMBER 5th.

**THE MORE THEY DISAPPEAR THE MORE IMPORTANT THEY BECOME**

Is the historic but well known and humble tram become involved in international diplomatic relations?

The following is an extract from the July 'Electric Traction' :-

On 9.1.58 cable car No. 105 ex-Dunedin's Mornington line, arrived in Boston, Massachusetts, and was taken to the Metropolitan Transit Authority's Sullivan Square Yards for temporary storage. Later on, 3.2.58, at an official ceremony the New Zealand Ambassador to the U.S., Sir Leslie Munro, officially presented the car to the Seashore Electric Railway. Attending the ceremony were the Lieutenant-Governor of Massachusetts, Mr Robert Murphy, and the Governor of Maine, Mr Edmund Muskie.

The car then formed the international theme at a 9-day Sportsman's Show held in the Mechanics' Building, Boston, before being moved to its final home at Seashore's operating museum at Kennebunkport, Maine.

Mention is also made of No. 293 the last tram to run in Liverpool, which was shipped on May 8 to the U.S. for the trolley museum of the New England Railway Historical Soc. At Kennebunkport, Maine. Seashore already has an English car, an early bogie vehicle from Blackpool.

FOR INTERESTING HISTORICAL DATA AND WORLD WIDE COVERAGE OF TRANSIT  
EVENTS

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COMPREHENSIVE ENOUGH FOR YOUR OWN NEEDS?

IF NOT ---  
THE MUSEUM HAS WHAT YOU NEED  
See our Photographer  
Barry Tooker

Apparently ducks are not out on their own with web feet. After Saturday, June 28, it appears a variety known as rail fans are also equipped with this means of water propulsion.

Last days are never cheerful, no matter what the line is, its type, or the outlook of the individual person, and it appears ol' man sol shared our sentiments.

At 1.20 pm sharp with two gongs 1445 slowly waded up Military Road and then floated down Falson Street hill and to Lane Cove.

About this time a few who were late in realising the gifts nature has bestowed on rail fans, boarded the car after great displays of the Australian Crawl.

Who will forget how the car kept sliding at the Cremorne Junc. Terminus and stopped with only two feet of overhead on top, the drawing of lots at Balmoral to see who got soaking when the poles had to be changed and that terrific run over the Harbour Bridge back into Wynyard. A day we'll never forget -- for sure.

## TOUR OF NORTHERN STEAM TRAMWAYS

The Executive of the A.E.T.M. has ranged an historical tour of the ex steam tramways in northern N.S.W. the tour is over the Wallsend – Cockle Creek – Speers point line. The Wallsend – West Wallsend line. The Morpeth – East Wallsend line and the whole of the Maitland System.

For those of you who know very little of these interesting ‘steam lines’ a good day is lined up. A special map of the lines together with the destination rolls of each line will be available to each member of the party, printed up in a four page book.

There is still plenty to be seen along the former right of way of these lines and several items worth photographing.

The Executive trust you will patronise this tour, which, if successful will be the first of many ‘Historical’ outings. The trip is set down for SUNDAY SEPTEMBER 21st and will depart from EDDY AVENUE at 7.45 AM. Fare for the 275 MILE tour is 42/- . . .

For any further information on this trip contact the Secretary, Mr Craig. Seating is strictly limited so we suggest that you book your particular seat. Bookings from Mr. Chinn. LJ97545. After hours.

COME ALONG AND BRING A FRIEND . . .

## WORK ROSTER

A new type of work roster is to come into effect as from 7th. September next on the S.P.E.R. as a result of the forms completed by members during August.

The system will operate as follows . .

A card will be handed out at each general meeting to each member or posted out if he is not present. The card will contain full details of times and days the member is required to attend the next two months.

Should these not suite then the member can arrange for a transfer with another.

Arrangements have also been made for a member to cancel his day up to 9 AM. On the day concerned.

This system should iron most of the difficulties experienced in the past. Your co-operation is required to make it a success.

## WORK ON THE SITE

During the latter part of August a section of the back of No. 1 road was roofed over to provide a covered storage area for the large amount ‘bulky’ spare parts we have obtained. Our work bench has been set up here also so major car repair work can commence in the coming summer months.

Work is proceeding on the roof repainting scheme and is now nearing the half way mark.

During August the first batch of “Departmental Colour” paint was obtained from the manufacturer after some explaining was done.

A crane has been lined up for the next few weeks to enable us to move our rail into the depot and also to move the spare motors into their new ‘home’. This done we will be able to clean up a round the depot building and help make the place look better

## MEMBERSHIP CARDS

As each member pays his membership in future he will be issued with a membership card. These cards are NOT a FREE PASS into any Departmental property. They are issued so as to identify a person as a financial member of the Museum and must be shown to any Museum or Departmental Officer on demand, and must be surrendered when no longer valid.

BRISBANE DREADNOUGHT FOR OREGON

A request has been made by the General Manager of Oregon Electric Railway, Paul Class, for assistance in obtaining two Australian tramcars for inclusion in their museum at Glenwood, Oregon.

Already, it is reported that direct negotiations with Brisbane have resulted in their obtaining an old Dreadnought from that city but as to which specific car it is we do not know as yet.

In his letter, Mr Class expressed their desire to obtain a narrow and a standard gauge car, both of which could be considered as being typical Australian cars. They are also in need of two sets of 3'6" trucks, one maximum-traction, the other equal.

These trucks are needed for two complete bodies the Society was given some time ago but were without and still are minus the motors and trucks.

Although he did not say so, Mr Class' letter gives the opinion they are after early open cars as they have not been successful with their search for this type of car in the United States.

As soon as we know exactly what they are after we will discuss what the matter with Melbourne A.E.T.A. who are combining on the project.

RETIREMENT OF Mr HAROLD MATTHEWS

It is with regret that we announce the retirement of Mr. Harold Matthews, Secretary of DGT which took effect on Friday. July 25, 1958.

Mr Matthews has been a very effective "shot in the arm" for the Museum, and his great assistance and appreciated guidance is one which will not be forgotten on us.

He is undoubtedly a man of upending patience, borne out by his enduring the ceaseless correspondence and requests which the museum has plagued him since 1955.

To Mr Matthews we offer our best wishes, and may the future years bring him a fuller and richer life.

Our best wishes also go out to Mr Matthews successor. His lot is an unenviable one, with departmental business on one hand, and the museum on the other.

"NOW HEAR THIS, NOW HEAR THIS

Departmental regulations make it an offence for private persons to enter Departmental shops and depots without first obtaining an official OK from Head Office.

The Constitution makes it an offence to use the Museum's name for personal gain, and should a member bring discredit upon the Museum through his private dealings he can be subject to disciplinary action by the Executive.

Printed on behalf of the Executive of the A.E.T.M. by the Publishing Staff August 15, 1958,  
at 13 Inelgah Road, Como West, New South Wales.

SOUTH AUSTRALIAN BRANCH  
CURRENT NEWS

The M.T.T. informed the Executive of the A.E.T.M. by letter that they had until the 18.7.58. to remove the cars stored at Morphetville to their own site.

This meant that the Executive had to put emergency plans into operation to get the job done. An application to the Trust for rail resulted in them offering some at 5/- per foot and sleepers at 6/- each. Finance would not permit this so it was necessary to use 4' x 2' hardwood on sleepers at the St Kilda site. The use of this followed rapid negotiations with the Salisbury Dist. Council.

Tenders were called for the job of moving the four cars from Morphetville to St. Kilda. It had previously been decided not to take the cars to Hackney Depot for loading as the cost was to be £20, and the contractor preferred to load from the sidings.

A tender of £145 was accepted and the cars to go in mid August. The tenderer has had considerable experience with the transport of railway carriages.

During June Mr. M. Hunt of Morphet Vale gave to the Museum the body of "A" class car No. 89. The body is in fair order and is being stripped the parts being stored at Reynella for eventual use in repairing the damage done to No. 1, by vandals.

The Museum is investigating the purchase from Woodlands Church of England Girls Grammar School of the body of "C" class car "Desert Gold" No. 186. The body is in very sound condition.

On the weekend of 19th-20th July members spent a busy time preparing the site for the arrival of the car.

## GENERAL S. A. NEWS

Following on a hard days work at St. Kilda members indulged in the usual tram riding evening on 19.7.58 associated with the passing of a further five Adelaide tram routes.

The last cars on the various lines were:

PARADISE	Car No. 235
St. PETERS	" " 206
PROSPECT	" " 207
MITCHAM	" " 246
SPRINGFIELD	" " 266

On the same evening the last car to North Terrace Station from Glenelg route was "H" Class No. 365.

Last car in traffic from the once great Hackney tram depot was the Payneham and the last car back to the depot in traffic was 267 from Paradise on Friday 18.7.58.

The Thursday following the closure of the lines an "F" car and "H" 351 ran out to Springfield for no apparent reason. (24.7.58)

The overhead wire is already down on the Paradise line, and track ripping gangs are making an immediate start on the St. Peters and Mitcham routes.

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STOP PRESS. Sydney 18.8.58.

Today work commenced on the demolition of the former tram car depot at Fort Macquarie at Benelong Point to make way for an Opera House. Trams ceased to use the loop around the Depot as from 2/8/58.

## NORTH SYDNEY... A BRIEF HISTORY.

The tramway system of North Sydney began as a cable line opened in 1886. The line operated from Milsons Point to Ridge St. and later to Crows Nest.

The electrification of the "North Shore" took place on 1900. The first cars being the three experimental electrics from the Waverley extension line.

The depot for the cable cars was at ridge Street and that for the electrics at Military Road. The cars carried no depot plates until the closure of the Manly line when the "M" plates began to be attached to the Nth. Sydney cars. The tickets all carried the letter "S".

The rolling stock at the opening of the cable line consisted of 13 grip cars and 22 trailers. The maximum electric requirements at N/S was 179 passenger cars (including 20 from manly) 2 Breakdowns, 2 grinders and 1 Water car.

Before the Bridge was built the lines were as follows:-

McMAHONS POINT – to Crows Nest 11 mins. Gore Hill 16 mins. Lane Cove 26 mins. to Willoughby 26 mins. Chatswood 32 mins.

From Neutral Bay to Wycombe Road Junction 8 mins.

MILSONS POINT – to Northbridge 22 mins. Balmoral 33 mins. Georges Heights 30 mins. Spit Junction 25 min. Cremorne to The Spit 22 mins. Cremorne to Mosman 12 mins. Athol to Balmoral 20 mins. Gore Hill to Taronga Zoo Park 26 min. Chatswood to Taronga Zoo Park 41 mins. Lane Cove to Balmoral 38 mins. Chatswood to Balmoral 45 mins.

Upon the opening of the Bridge in 1932 the above services were all re-arranged and altered. Some being discontinued.

The first post war closure at N/S was the Northbridge Cutback (Suspension Bridge) to Wynyard on 10.1.1948.

Cars in use at Military Road prior to 1939 were:-

"E"	5 sets	(10 cars)
"K"	25 sets	(50 cars)
"O"	65 cars	
"R"	64 cars	
"S"	4 cars	

North Sydney had the privilege of having the only dynamic brake car on the N.S.W.G.T., THIS CAR No. 2029, was used on the neutral bay line and replaced the old "E" and "K" cars which were only fitted with track brakes.

The North Sydney system also had many other unusual features among these was the fact that the "P" class cars were never operated there though nothing prevented them doing so. The first 3 cars Nos 1 – 3 when running over there had "side" trolley poles mad of bamboo. Nth. Sydney was the largest electric system around the Metropolitan area.

The system originally had black & white symbol destination rolls which were changed at an early date to the standard letters only.

The whole system finished on 28.6.1958.

## DESTINATION CIRCULAR QUAY

Yes... this latest addition to the now famous Destination series of books is now on sale.

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