

The Trolley Wire

A.E.T.A. SYDNEY BRANCH BULLETIN

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NEWS

SYDNEY: Four "P" class cars are being fitted at Randwick Workshops with "R1" type braking equipment.

138 "S", (ex "K" 763), the first addition to Sydney's service stock roster for many years was noted nearing completion at Randwick Workshops last month. This is the first of a number of new service stock vehicles to be converted from the old "K" class passenger cars of which only two remain in service.

The honours for these new cars goes to Mr. H. South, head car builder at Randwick Workshops, under whose direction these cars were designed and built.

1480 "P" car was observed running again on the "Limerick" (Robertson Rd to Dowling Street depot staff run) after spending two months in storage. This is the result of instructions forbidding the use of corridor cars on this run.

As a result of staff improvements in recent weeks the Department is restoring trams on the few remaining services operated by 'buses on Sundays. These runs have had no Sunday trams (with a few exceptions) since July 1948.

24 "Q" from Ritchie Street Depot was noted in Randwick Workshops during January undergoing a very thorough overhaul. This bus was built on 15th Feb. 1937, so this month it is entering its 16th year of service.

"R1" 2004 was delivered to Randwick from the builders, Commonwealth Engineering of Clyde, on 18th January 1952. This car will be attached to Ultimo Depot who recently received six "O" cars from Newtown Depot to relieve their present car shortage.

History at a glance No.1 The Rockdale – Brighton Line



OPENED: November 1885
TAKEN OVER BY GOVT. 1914

ELECTRIFIED: October 1900
CLOSED: 3rd September 1949

HISTORY – THOMAS SAYWELL built the line to develop Brighton and the several enterprises he had there including a hotel, racecourses, baths and gymnasium. The line with two steam trams cost £15,000, and the locos were used until the line was electrified in 1900. The power was generated by Saywell's own power house, which also provided the first electric power to the district. The tramway current collection was by twin overhead as used by the trolley bus system.

One of the electric cars was capable of seating 100 passengers and this car is reputed to have finished its days by breaking its axle under a crushing load of beachgoers.

In 1915 the line had been converted to N.S.W.G.T. standards after having been taken over by that body in 1914.

ROLLING STOCK – Under government control the line was worked with "N" class cars 619 and 622 for many years. These two cars being the only example of this class working coupled although two more were sent to Randwick to be coupled for Rockdale they were never done. On a few occasions "O" cars have been used on the line, but finally "L/P" cars were exclusively used. Rolling stock at the closure of the line was eight "L/P" cars.

Numbers... 154, 101, 216, 220,
223, 230, 285, 387.

Note... "L/P" No. 154 is now the property of our Association.

CONCLUSION – The last car "L/P" No. 220 left Rockdale Station for Brighton-le-Sands at 1-00 AM on 4-9-1949. The last car to be taken off the system was "L/P" No. 154 on 7-9-1949.

TWELVE WAYS TO KILL AN ORGANIZATION.

1. Don't go to any of the meetings.
2. But if you do go, go late.
3. If the weather doesn't suit you, don't think of going.
4. If you do attend, find fault with the work of officers and members.
5. Never accept an office. It is much easier to criticise than to do things yourself.
6. Get sore if you are not appointed on a committee. Should you be appointed, don't attend committee meetings.
7. If asked to give your opinion on some matter, tell the chairman you have nothing to say. After the meeting is over, ell everyone how it should be done.
- .8. Do nothing more than is absolutely necessary. When others roll up their sleeves and unselfishly use their ability to help matters along, hint that the club is run by a clique.
9. Hold back your dues as long as possible, or don't pay them at all.
10. Make no effort to get new members.
11. Don't be xxxxx either within or outside organisation headquarters.
12. If you get a good idea, smother it at once.

(Reprinted from Tram Tracks June 1948)

Do you want to see our monthly bulletin improve? We do, so offer us some HELPFUL suggestions. All news and items of interest should be sent to the Sydney news roundsman Mr K. Morris of Flat No 126c Herne Bay Housing Settlement, N.S.W.

All applications for the AETA book "History of the tramcars of N.S.W." should be sent to the Public Relations, 17 Delves St., Mortdale, N.S.W. Send no money just your and how many copies.

Sydney Branch meets the third Thursday in each month at the Railway Institute building Devonshire Street at 8 PM.