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The Trolley Wire

A.E.T.A. SYDNEY BRANCH BULLETIN

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NEWS

1777 was the first corridor car to undergo an "A" overhaul has returned to Newtown depot for further service.

1420 "O" class car has had two compartments fitted with off-side loading prevention bars. However when last noted these bars were wired up to prevent their use.

Members will do well to watch the "Matraville via Botany" lines.

"R1" class cars Nos. 2010, 2011 were to be fitted with track brakes to work on the North Sydney Lines (guess where?). But at the last minute they were sent to Rozelle Depot and other N/S cars allocated for track brakes.

It is rumoured that the B.C.C. are building resilient wheel trucks or parts thereof for the D.R.T. and T. to their specifications.

Corridor cars at present in Randwick Workshops for A/O overhauls 1787, 1792, 1794. It is assumed that all "R" cars will, as they come up, receive "A/O" overhauls.

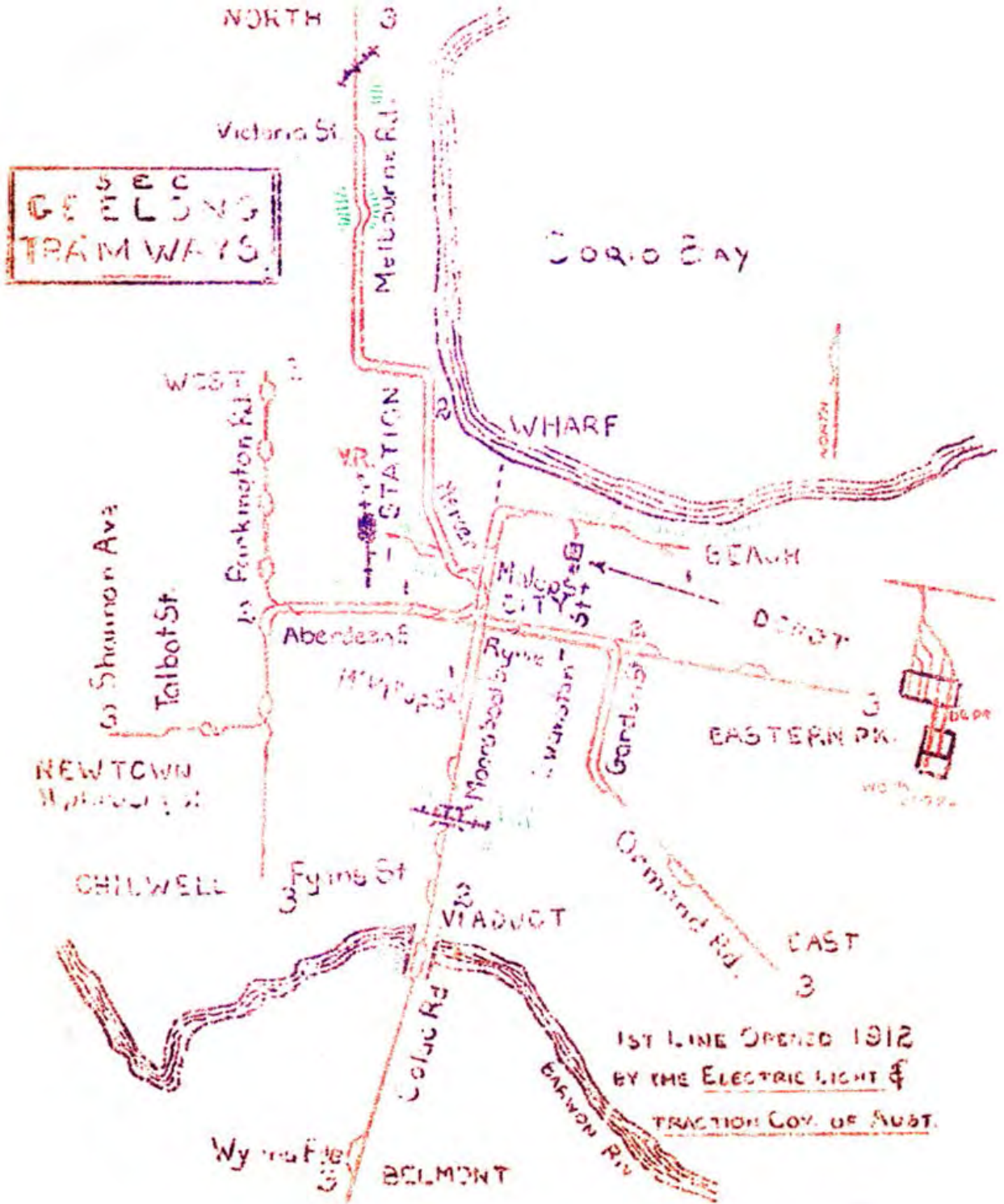
Rushcutters Bay car No. 1974 R1, is at present in Randwick being fitted out for the Royal Australian Air Force campaign to recruit more men. The car has been painted Royal blue and sky blue with a red band around the centre and a silver roof. The colour scheme we believe, is almost the same as that tested out on a coupled set of "E" cars years ago.

"Q" class cars Nos 2 and 18 were noted as being in Randwick for overhauls. It is a surprise to see No. 2 in as it was believed this car would be scrapped.

Trams scrapped to date for the month are: L/P cars Nos. 359, 366 (3-3-52), 257, 253 (4-3-52), 164, 222 (6-3-52), 202, 248, 328, 233, 339, 210, 214, 349, 281, 213 (7-3-52).

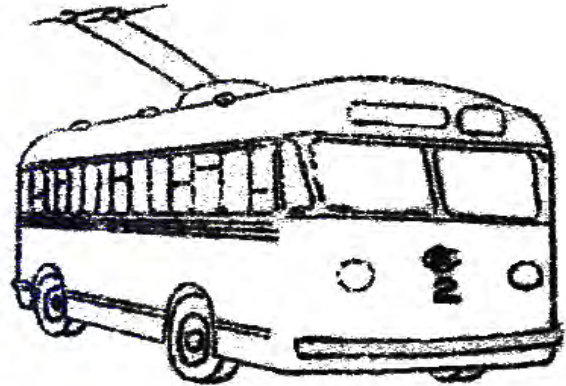
TRANSFERS. N to D 814, 888, 810, 963, 808, 1268. N to T 1443.
W to U 809, 1123. N to D 805, 811, 1097, 1241. W to D 1151.

The news editor reports that not one item of information was forwarded on to him this month..... HOW can we print news if we don't receive any?





TROLLEY
BUSES



In August 1951 the first trolley bus service in Brisbane commenced operations. This service runs along the former gardens – Gregory Terrace tram route which was replaced by a bus service in 1947.

Eight trolley coaches handle the peak traffic over a route of 1.2 miles. The bodies of these buses were built in Brisbane but the chasses were manufactured by the “Sunbeam Trolley Bus Co., Ltd.” England and the motors and control gear were manufactured by “The British Thomson Houston Co. Ltd.”

The overall length of these coaches is 35 ft. and the weight is 9 tons. Comfortable seating is provided for 43 passengers, seats on the later buses being staggered, an innovation in comfortable travel to be continued in all future coaches.

To save space the master controller is mounted under the driver’ seat and the main contactor panel is in the weatherproof metal enclosure on the side of the chasses under the body floor. The non-regenerative type of electrical equipment is used with stabilised rheostatic braking and the compound-wound motors have a one-hour rating of 115 HP at 550 volts. A controller of the “scissors” type operates the electro-magnetic contactors from the 550 volt supply. The B.T.H. company introduced foot-operated contactor control for trolley buses in 1922 and the system has since been universally adopted.

The fact that one million passengers have been carried in only four months is eloquent testimony to the popularity of this form of transport.

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A COMPLETE HISTORY OF THE ELECTRIC TRAMCARS OF NEW SOUTH WALES

This fine book on the tramcars of Sydney lists each car in each class. Shows the date built, in service, scrapped, ultimate end (burnt, sold or broken up) Rockdale transfers, north Sydney transfers, track brakes fitted (G, J, E, K classes), a most interesting section on service stock still running, In fact everything it is possible to find out about our electrics. The information contained in this book has been obtained only by the closest co-operation of the statistics section and the repair shop individual card files of the Department of Road Transport and Tramways, together with certain information supplied by officers of the Department.

All other records will be rendered obsolete by the production of this book, even inaccurate in some cases. Order your copy now so we can get an idea how many to get printed. The price should be in the vicinity of 3/6, the more we have printed the cheaper each copy will be so tell all your friends, by helping us you help yourselves.

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Remember to order your copy of the "History of tramways of the Illawarra line" (Arncliffe, Rockdale, Kogarah and Sutherland.) All orders to be sent to 17 Delves Street Mortdale.

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We welcome your suggestions, next month we will print on this page your choices. So – send it in.