

ISSUED FREE TO SYDNEY MEMBERS

The TROLLEY WIRE

A.E.T.A. SYDNEY BRANCH BULLETIN

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NEWS

“O” class trams Nos 900, 902 from North Sydney have been recommended to be scrapped.

All span pole numbers are now being done in metal figures.

1666 “P” the first to be fitted with R1 motors and brake equipment ex-R is now in service again.

60 “S” in Randwick for repairs to No. 1 end owing to crash, back in service on 9-4-52.

18 “Q” returned to Ritchie St. after A/O. 12 “Q” in for A/O on 31-3-52.

33 “S” in for overhaul to underframe. 139 “S” is now up to the painting stage but no equipment yet fitted. (It will not be long before work commences on the next “K” conversion.)

48 “U” in Randwick for a B overhaul. 54 “S” in for one day minor repair.

“R1” No. 1999 has been fitted with electric magnetic track brakes, these brakes are reported to be rated at 5.1 M.P.H.P.S. The reason given for refusal to see the car is that when new cars arrive someone asked to see them and slashed seats with a knife. We observed this only happened at our only big Bus – Tram depot.

“P/R” 1691 has been transferred to Tempe depot (for how long?).

During the busy Show traffic we observed nearly all stores “O” cars in traffic. 1480 “P” taking its turn on the Coogee line along with D.C. “O/P”.

TRANSFERS. W to T 1691. K to F 1974 (31-3-52).

W to D 1098, 1110, 1117. D to F 1993.

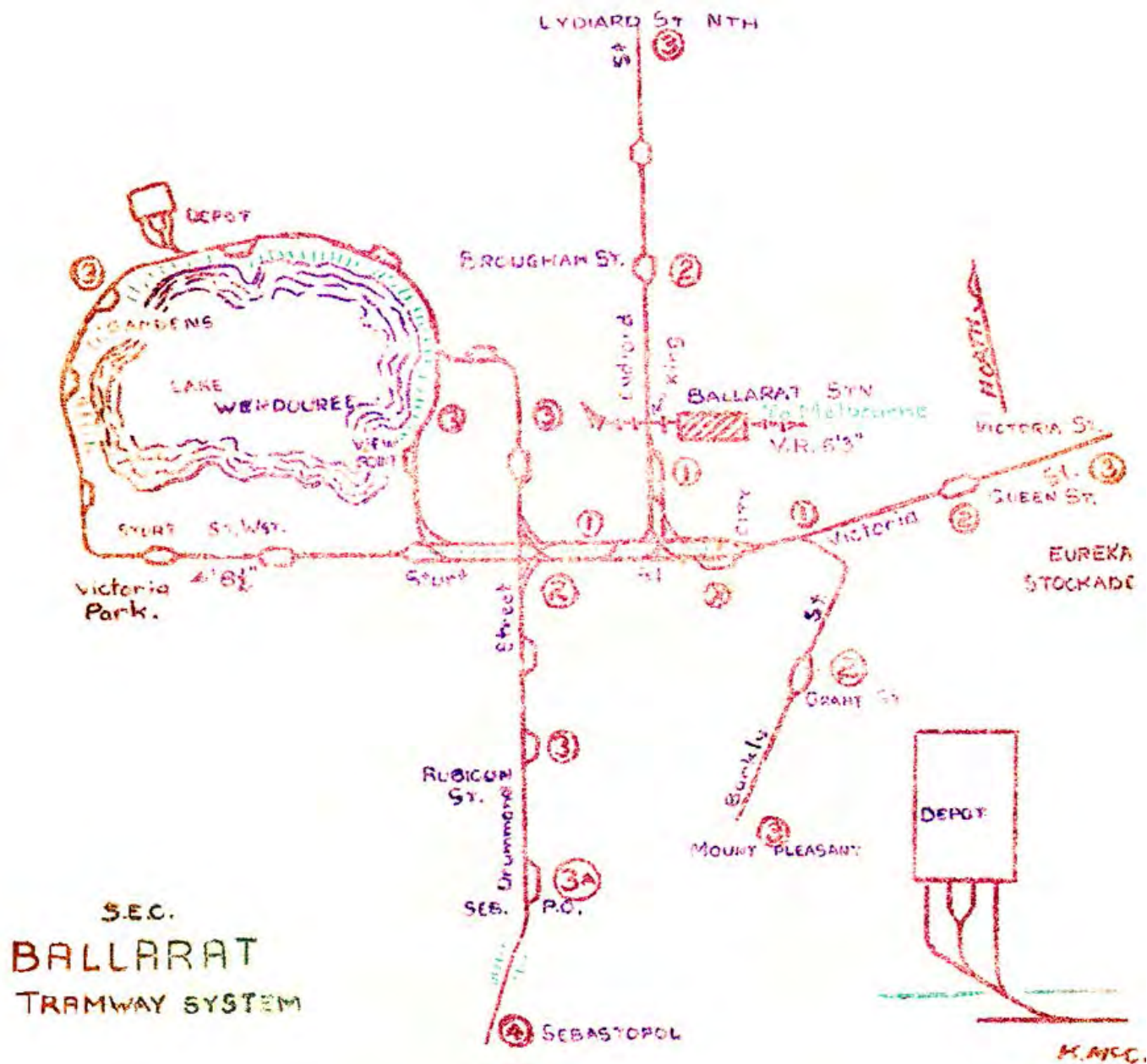
DELIVRIES: To Rozelle Depot 2012 (18-3-52), 2013 (7-4-52). 2014 (7-4-52), 2015 (10-4-52).

Rumoured that 2005 “R” is to be painted blue the same as 1974.

Easter Monday saw all stored “O” cars in Racecourse traffic, including two D.C. cars from Rozelle with no destination rolls, depot plates or lights. We were told they had to be “scrubbed” before they could go into traffic.

1461 “P” was also noted and we were lucky to ride this car to the Railway. We say it is the quietest, smoothest car in service.

During 1913-1914 the Ryde extension line was experimentally fitted with 1,200 volt equipment.



MEMBERS PLEASE NOTE. It is hoped that the next issue will be of an enlarged type, featuring a list of the old steam tram destination rolls in full colour. But unless you have your name and address together with a written indication that you want a copy of The Trolley Wire each month in at the following address, 17 Delves Street, Mortdale by the 6th May you will miss out as we are only printing a limited number in future.

Don't forget to order your copy of the book "History of the Tramcars of N.S.W." 3/6 per copy payable in advance...

Any member who has any items of historical interest he no longer wants, or he would like to donate to the Association, bring it along to the net meeting, should it be too big, drop us a line and we will pick it up for you. (I would like to publically acknowledge Mr G. Johnson's contribution of 8 complete destination rolls.) Our museum now has a good collection of items including pieces from C, D, E, G, J, K, N, O, P, Q, R class cars (donated by the D.R.T. & T.).

The painting of 948 is now well under way and members should remember we must find new storage space for our cars very soon.

NEWCASTLE NEWS. Track lifting will commence shortly in Maitland Rd. as far as Railway St. First however work will have to be completed in Lambton Rd., Maud St., Nelson St., Wallsend as South St., City. Bulldozers are removing all evidence of tramway operation from the front of Gordon Ave. depot. It would not surprise us if in their "hate campaign" the Department removes the war memorial replaced it "with something more suitable."

Mr Jim McPherson of Broadmeadow N/C who helped us on the Newcastle report is now in Sydney as Sub Foreman to Ultimo. Jim worked on the dismantling of the Newcastle overhead, removing over 40 miles of trolley wire and nearly 700 poles.

The Sydney branch library is still in existence in case you may have thought we were force to sell out to help pay our way. Books may be had upon application, you will no doubt understand it is impossible to "Carry" the library in each meeting.

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Prompted by the recent influx of transport “experts” from England and the publishing of their views in the press our Association president, Mr. Ken Millar, expressed himself this month on these gentlemen and their controversial opinions on transportation.

IT appears we are in for another spate of propaganda in favour of diesel buses and against electric traction progress. First we had Lord Lucas of the London Transport Executive going out of his way to tell us something we already know better than any imported expert, that our tram-cars are terrible (though in our opinion not all of them) and that having travelled in the Spirit of Progress and Melbourne Limited he hoped never to repeat the experience. This gentleman informed the press that street cars tore up the paving, giving an impression of tramcars careering haphazardly over roadways ripping up the surface with their flanges. However badly maintained street railway tracks may be in some sections with consequent deterioration of paving adjacent to the tracks a short walk along our main city streets would have shown the noble lord track set in concrete and with the rail head flush with the paving and offering no obstruction to traffic.

MORE recently some emissaries of the British Institute of Transport arrived and before setting eyes on the transport set-up here delivered themselves of the opinion that electric tramways were on the way out, were a hindrance to traffic and uneconomic in operation These gentlemen have been invited here by the local branch of the Institute of Transport with the object of conferring with our State Minister of Transport on implementing the British Institute of Transport’s version of modern transport, namely diesel bus transportation.

MAYBE we should be forgiven for taking these visitors for salesman of automobile equipment rather than experts in transport matters but the remarkable unanimity with which all English experts advocate diesel buses lends colour to our view. England is a large manufacturer of diesel bus chassis and noble lords and their lesser brethren no doubt believe they have a mission to bring the doubtful blessing of these machines to our benighted antipodean shores.

THE really surprising thing is that these transport experts appear to know nothing, or at least they say nothing, of the P.C.C. electric tramcar, which to the number of 6.000 is furnishing quiet, smooth, odourless, clean and ultra-fast transit in many leading cities in the U.S. and Canada. In continental Europe modern high speed electric cars of both the P.C.C. type and its European equivalent are being built in large numbers.

MEMBERS and readers, it is this modern type of street car the P.C.C. that we need for our city transit system and I urge you all to advocate its adoption for the rejuvenation of our run-down electric lines.