

ISSUED FREE ON REQUEST TO N.S.W. MEMBERS

The Trolley Wire

A.E.T.A. SYDNEY BRANCH BULLETIN.

Vol 1 No 8.

September 1952.

OFFICERS AND MEMBERS OF THE SYDNEY BRANCH

This is the last issue of the Bulletin to be published by the P.R. Section of our Branch, and your Public relations Officers wish to thank the members for their many words of praise over the past months.

We wish to thank especially Mr. Ken McCarthy who has done all our drawing work and who also was one of the founders of the TROLLEY WIRE, also Messrs. Stewart, Morris and Parle who have assisted is with the printing.

As the Bulletin has proved itself so successful the Council has decided to place it on an official basis rather than just a private effort of the P.R.O's. Any articles or news for the Bulletin after the 31st of September 1952 should be forwarded to the new Publishing staff who will be responsible for the production of the Bulletin after the 31st.

We trust that you will give them the same assistance that you have given us in the past.

Ronald E. Murray

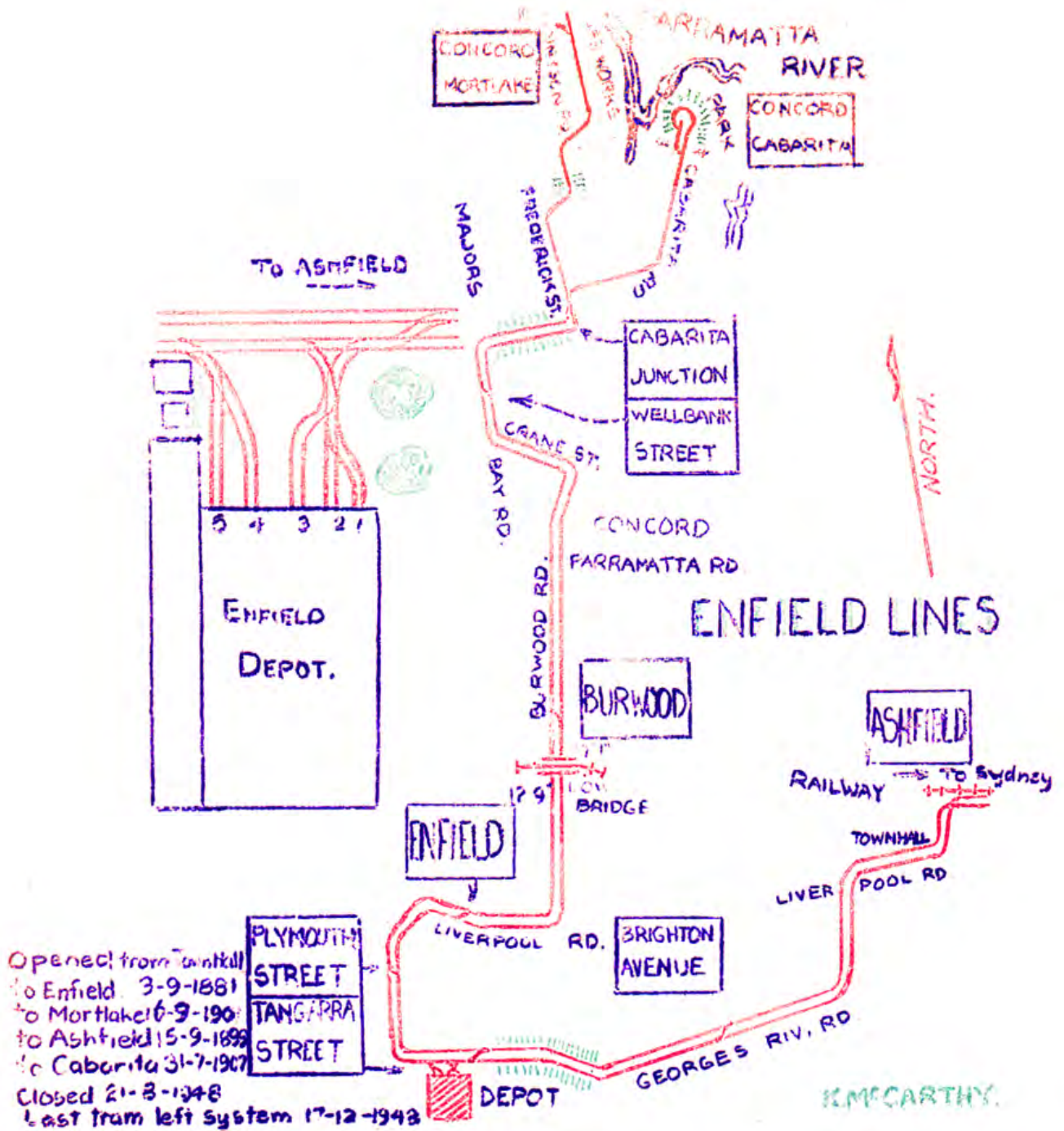
Public Relations Officer.

Norman L. Chinn

Public Relations Secretary.

MEMBERS Don't forget the theatre night to be held at 8 p.m. 26th September 1952 at the vacuum Theatrette, Kembla Bldg., Margaret St.

ADMISSION one silver coin (this coin must measure 1 1/10 ins. in diameter).



THE BRISBANE TROLLEY BUS SYSTEM 1952

Operation and Extension by D.J. Stewart

Brisbane has recently inaugurated a trolley bus service (Sept 51) which extends from the Botanic Gardens to Gregory Terrace with a connection to the Depot at Milton Rd. This service requires only portion of the ten buses which the system owns. Even as this article is being written ten men are putting up the overhead for the extension to the Hospital which should be opened about late September this year. Following this the lines which were in the drawing board stage are now being worked out.

Work has begun on the new route to the Cavendish Rd., tram line activity being in progress over the Storey Bridge. This line will displace the present Stanley Bridge buses. After leaving Gregory terrace the route will continue along the road at the rear of the Hospital and join the above extension continuing through Exhibition, The Valley, over the Storey Bridge, through Balmoral to the Stanley Bridge bus terminus a total distance of 6½ miles (approx.) from the Gardens. For the time being the route to St. Lucia has been shelved but when the extension to Cavendish Rd. is completed, no doubt St. Lucia will again be seriously discussed. It will pass Milton Rd. bus depot along the Toowong tram route down to the river, then over it and will have an exceptionally large balloon loop at St Lucia.

This at present seems to be the future of the trolley bus system. It has been stated there has been no move to replace any tram route, but the author was told that Cavendish Rd. tram travellers want the trolley bus extended to the terminus of the proposed tramway extension on that line. Officially no move of this nature is anticipated.

At present 11 of the 30 buses have been put into service. These locally built bodies cost approx.. £8,000. The electrical equipment is British Thompson Huston, the motor having a horse power of 125. The braking is regenerative. Maximum speed is officially 40 m.p.h. (I experienced this speed on No. 1.) but the overhead is not of the high speed type. The most striking feature is the staggered seating which allows 2" extra aisle room.

Another feature of the present system is the resumption of portion of the Botanical Gardens for the run round loop and the specially raised Rc. built for this line.

Conductresses work the trolleys using the "Ultimate" ticket machine and also the Swiss type money registers. The fares from Adelaide St. to the Gardens is 2d., other fares are 3d. first section, 5d. second section. Maximum load is 86. Light weight is 9 tons. Length of the present route is 2 miles/

If after the above anticipated routes come into being and absorb all the 30 trolley buses what will happen next? Will there be any further extensions? It will be interesting to see what does happen in Brisbane in the future.

Flashbacks

THROUGH WORKING ORDERS 1923

BRIGHTON-LE-SANDS. (a) 3. Up journey load "N" type car not to exceed 3 empty railway trucks with dummy attached.

(d) When placing trucks in Railway Siding at Rockdale care must be exercised not to foul the catch-points located near the siding gate. Hand brakes must be securely applied on each truck, one pair of wheels spragged, and the tramway dummy uncoupled from railway trucks.

When necessary for trucks to be hauled to or from Saywell's Limited Power House, Brighton Le Sands, the Engineer-in-charge must be informed.

Series speed must not be exceeded on down or up journeys.

MANLY. (c) Operation of traverser, overhead line, Manly cargo wharf. When entering the Manly cargo wharf, and before removing the overhead traveller attachment from its span pole, the driver must first remove trolley pole from the overhead wire; secondly, see that the main switch on span pole marked "A" is open. He will then attach wandering lead to the trolley wheel of truck, and finally close the main switch.

When leaving the wharf, first open the main switch on span pole "A" and detach the wandering lead from the pole of the truck and properly replace and lock it on its span pole.

CITIES OPERATING TRAMS and/or TROLLEY BUSES

ATLANTIC CITY U.S.A. In March 1950 had 43 trams in service.

ANTWERITH Belgium. Has a system possessing a lot of modern stock. A program of development is well in hand, also there are interurban lines connecting other systems.

NOTICE TO MEMBERS

Printed by N.L. Chinn & K. McCarthy on behalf of the Public Relations section of the A.E.T.A. Sydney branch. As from the next issue (October 1952) this Bulletin will appear monthly, and will be printed by the Publishing Staff of the Sydney branch on behalf of the Council of the New South Wales branch of the Australian Electric Traction Assoc.

Under the new scheme all members whose copies are posted out each month, will, in addition to their annual subscription, be charged with the cost of the postage on same. Commencing with the October issue.



On the 23rd August a secret unofficial tour was held on a "K" class car. The route being North Sydney Depot – Neutral Bay – Balmoral – King Max Street – Athol – Depot. Interesting photo stops were made along the route. An inspection was made of the new safety arrangement at Athol.

The wharf at Neutral bay was closed for repairs and considerable interest was created by the use of Staff Working. 38 persons were present and a small profit was made.

Relaying of track is under way in Cleveland St. City. The Pymont end of Harris St. and Crown – Oxford Sts, Junc. and Quay St. junction have been pegged out for relaying.

RECENT TRANSFERS. D to W: 1045, 1047, 1049, 1052, 1054, 1081, 1088, 1089.
 Taken out of store: 1187, 1478, 1461, 980, 1387, 1380, 1467.
 In Store can be used: 1166, 1046, 1053, 1182, 1076, 1012, 1000, 1181, 935, 910,
 1364, 1375, 1369, 1379. In store: 1172, 1141, 1135, 1175, 1446, 824, 1203, 1130,
 1005.

2029 has not yet been delivered to North Sydney. All the relocated track in Pacific Hwy. between Crows Nest and St. Leonards Stn. is now in use. All the old track has been removed and road resurfacing is almost completed. 2049, 2050 went to Rozelle not Dowling St. The Drummoyne line is now operated in the off-peak by 4 corridor cars.

A large number of L/P cars were noted leaving Randwick during the month. 221 L/P is at Wollongong, making that city's first tramcar unfortunately not for passenger traffic.

127 S was observed in traffic on the Show Ground loops during the month. Commencing with issue No. 37 the Departmental weekly notice is now printed in a small form. The Tramway and Omnibus notices are now combined in the one weekly notice.

NEWS from

N/C

ROAD TRANSPORT.

The Government is making a belated effort to arrest the losses in road transport, but apparently it cannot yet see the forest for the trees. A loss of £3¼ for about 2000 vehicles must constitute a world record.

The service can be made to pay if the Government pursues a common-sense policy and abandons its ill-advised scheme of scrapping trams and replacing them with imported buses. Newcastle was the largest change-over from trams to buses in the State. Before June 1950, Newcastle was served by 97 L/P type trams (70 seaters) and 40 double-deck buses. In the traffic dept. at Gordon Ave. Depot 600 men were employed and about another 100 in the yard and workshops. Brake shoes were supplied to the Tramways Dept. by the railway at a cost of under £3000 a year.

The upkeep of the trams was negligible compared with buses. The ration was one mechanic to six trams whereas it is now one mechanic to three buses or fewer, according to the condition of the bus. The tram seated 70 persons and stood at least another 42, a total of 112, whereas the bus is fully loaded, seated and standing, with 74. It takes 5 buses to replace 2 trams, three men on coupled tram sets against six men on buses. Today we have 218 buses, an increase of 81 vehicles which require an extra four men per bus to operate, two shifts daily – a total 324 men not required when trams were in service.

Traffic now has 900 men as against 600 before and 100 men in the yard and 146 in the garage. These extra 446 men are taking out the minimum of £6244 a week or £324,688 a year. Tyres for the 218 buses are £6000 to £7000 a month, say £75,000 a year as against £5000 for tram brake shoes.

Dieseline, 1800 to 2000 gallons a day, is costing £61,000 a year. Total cost for wages of the extra men and fuel and tyres is £460,688 a year – actual cash paid out from the treasury. In addition to this item, £92,000 has been allocated to remodel Gordon Ave. to hold and service the buses and £26,000 for a shed at Belmont. The cost to tear up the tramlines is £140,800. Mayfield was served by six coupled tramcars and 18 men which maintained a 10 minute service each day from Newcastle beach. To maintain this timetable and carrying capacity, a bus must be run every three minutes, or 20 buses and 40 men, but in reality it takes more.

The average weekly revenue for Newcastle is £21,000, but nearly a third of this revenue is absorbed in wages to pay the extra staff required to maintain and operate the buses, viz., £6,244 a week.

This revenue can be more cheaply collected by the re-introduction of the trams and save the taxpayer £460,688 a year now spent on buses and extra staff. At least £324,688 a year would be saved in wages

(continued over)

(continued) In one year by scrapping the buses, the Government would save £460,688 and the service would start to show a profit in the following year.

The solution is simple – get rid of the buses that replaced trams and those people responsible for their introduction. (F. Rogers, Junction.)

This article appeared in the Newcastle Morning Herald of September 1st 1952. Mr Rogers is a stranger to us but his article is one which we feel will make him “one of us” for it points out what we all know to be only too true, that is, the Newcastle bustitution is a failure and to pursue the same policy in Sydney will lead to a complete breakdown of the street transport system.

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MEMBERS PLEASE NOTE.
city tramways at the October meeting.

Mr Matthews 2nd talk on Victorian provincial

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Altered date for the November meeting which is now 13.11.52. At this meeting Mr. Brady will speak on London trams.

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Mr Norman Boxall is desirous of completing his collection of books of Staff Tickets, and to do so requires certain numbers, (e.g.) No. 1 out white Neutral Bay, printer Paisley, Nos 247 & 1001. If you have one he needs he will exchange a similar ticket only different number AND in addition to that give you an extra ticket you haven't already got. So have a look through your collection now.

The list of numbers required can be obtained from the Secretary, phone XL4394.

In case you are wondering what has happened to the History of The N.S.W. Tramcars and your money, I would like to say that we are pushing ahead with the job slowly but surely and have 6 classes completed.

If any member has any information on the “C.D.E.K.” classes that he thinks is unusual and that we may not know of send it in to us now. DON'T wait till the book comes out an say “I know something that they have missed” and thanks again for your support.

Would all those members who keep each issue of the Trolley Wire and wish a copy of the index for Vol.1 Nos. 1 to 11 (there will be no No. 12) kindly let us know before the end of October and a copy of the index together with a printed Cover-page will be forwarded on to them.

All letters white on black [except 1,2,3]

	WOOL'MLOO BAY	RANDWICK	ALEXANDRIA VIA REDFERN	DACEYV'LE VIA WAT'LOO	RACECOURSE
RAILWAY	GROSVENOR ST.	COOGEE	HENDERSON RD VIA REDFERN		SPECIAL
NTH. BONDI VIA BONDI BEACH	BELLEVUE HILL	CLOVELLY	ZETLAND	RAILWAY	DEPOT ONLY
DARTINGSHURST	NTH. BONDI	KENSINGTON	ROSEBERY	BENT STREET	
BONDI	NTH. BONDI BEACH	MAROUBRA BEACH	WATERLOO	CAS LAGH DI ANR	
DENHAM ST.	BONDI VIA BEL'VUE	MAROUBRA JUNG.	BAY STREET	CIRCULAR QY AND FTMAGUIRIE	
BONDI JUN.	CIR. QUAY VIA BEL'VUE	LA P'ROUSE	BAY ST. VIA RAILWAY SQ	VIA ELIZABETH ST AND CIRCULAR QY	2
PADDINGTON	S. JAMES STATION VIA COLLEGE STREET	VIA MALABAR	BOTANY	VIA RAILWAY SQ.	3
BRONTE BEACH	ELIZABETH ST. AND CIRCULAR QY.	CITY RD. JUNG.	MATRIVILLE VIA BOTANY	CRICKET GRP	
WAVERLEY	MARKET STREET	CLEVELAND ST.	LA P'ROUSE VIA BOTANY	SHOW GRP.	
DEPOT ONLY		W. SP. KENSTN VIA CROWN. ST.		SPORTS GROUND.	
WAV'LEY DEPOT VIA PARK STREET					

K. MCCARTHY

No.5 EASTERN SUBURBS ROLL.