

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

The Trolley Wire.

THE MAGAZINE ON TIME, ALL THE TIME, EVERYTIME.

A.E.T.A. Sydney Branch Bulletin.

Vol 1 No 10.

November 1952.

BRISBANE News. From our Brisbane representative
Mr. Fred Andrews.

The car construction programme has been reduced from about 13 cars per year. Consequently No. 533 R which would normally have appeared in August was held back until September. 533 R was first seen on 19.9.52 and operates from Paddington Depot.

The Council has stopped recruiting women as conductors. As women leave they will be replaced by men.

During Exhibition week – and trams and buses carried a record number of passengers – TRAMS: 3,157,716, BUSES: 802,530, compared with last year TRAMS: 3,057,447, BUSES: 643,247.

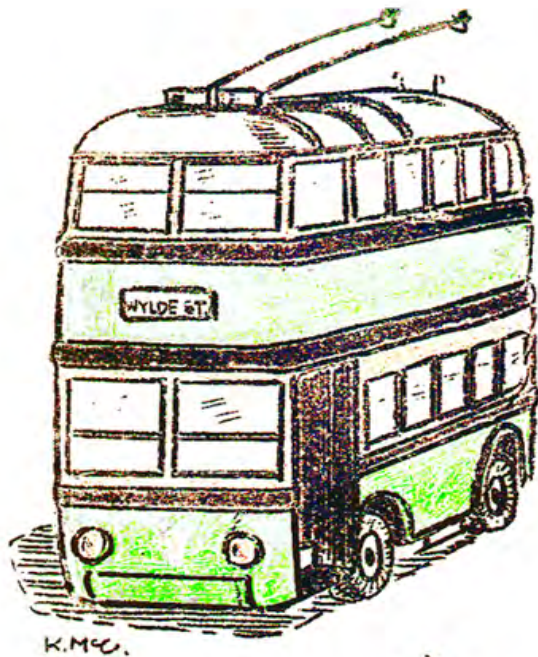
It was stated in the Council recently that Brisbane people prefer to travel for pleasure on buses rather than trams. Accordingly a bus excursion ticket (Sundays) has been introduced, 3/- adults, 9d. children, as against 2/- and 3d. on the trams for the same period. Shows up the buses a bit doesn't it?

Figures for twelve months ending June 30th, 1951:-

427 tramcars carried 108,359,027 passengers
or 253,768 passengers per car per annum.

167 buses carried 23,765,590 passengers
or 142,308 passengers per bus per annum.

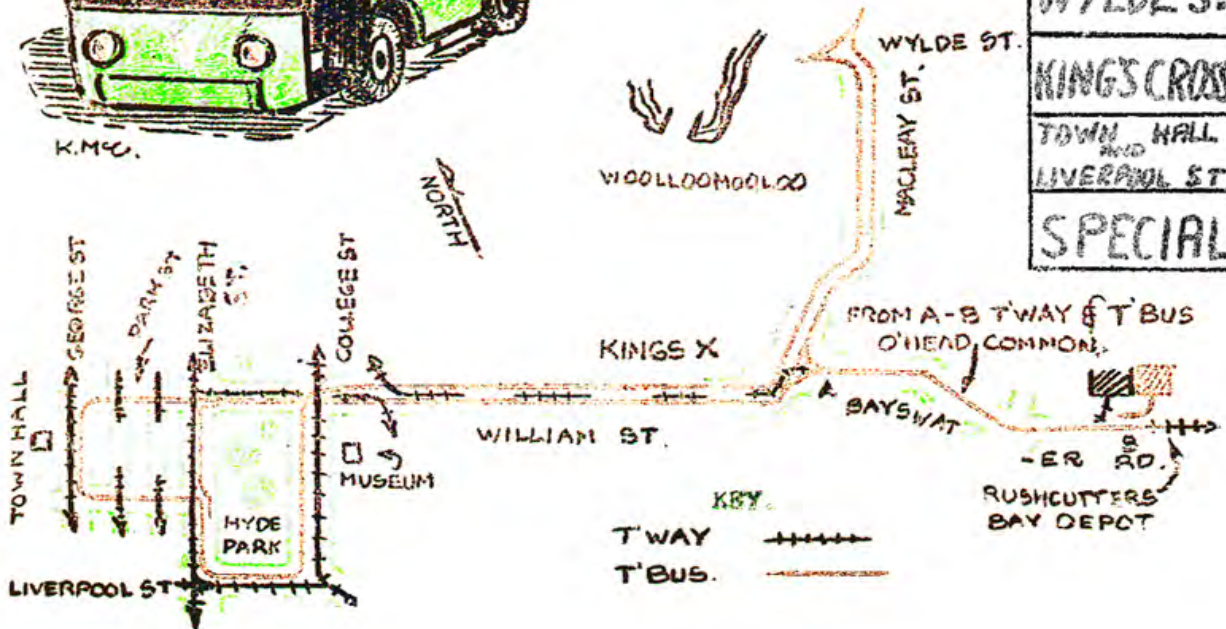
The Department had a loss for the year of £79,571.



Wylde Street Trolley Buses Route

DESTINATION
- ROLL -

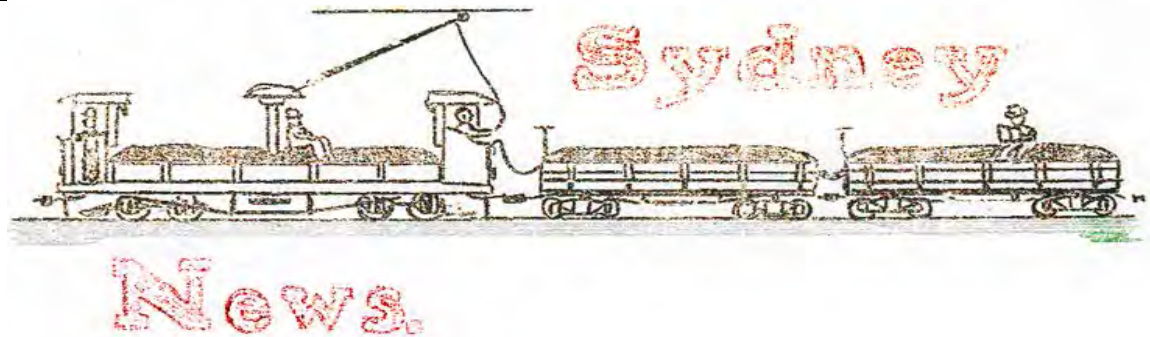
WYLDE ST.
KING'S CROSS
TOWN HALL AND LIVERPOOL ST.
SPECIAL



T'bus route opened 1934. Original route was via Elizabeth St. but later extended to Town Hall Stn. Traffic suspended at various times after the war due to road repairs, etc.

Finally abandoned 1948. At closure all 'buses were sent to Kogarah except No. 3 which was scrapped after it ran into the College St. Museum.

T'buses. 1 & 2 single deck 3 axles. 3, 4 & 5 as shown.



The Crown St.-Oxford St. Junc. has been relaid in concrete. For about one week, late last month as a team of temporary measure blades were bolted for Oxford St. traffic.

114 W was finally scrapped at Wollie Creek during the week of 26-31st October after standing there abandoned for many years. Another "W" is now "under the torch". This leave only two "W" cars in Sydney.

113 is being repainted and is retaining that number.

It was proposed in State Parliament that reports should be sent to overseas bodies interested in buying our transport system (if a British coy, bought the system we can say for certain there would be no calling for this page in our magazine.) It has been reported in the press recently that the Dept. intends to close Ultimo Depot early in the new year. Economy is the prime factor and no doubt a good use will be found for this old Depot. As extensions are to be made to the bus workshops at Randwick, it is anticipated the O/head Mains section will move into Roads Nos. 1 to 3, while the rest of the roads will be used to store spare cars and buses,

2018 is being rebuilt as a standard "R1" car. The Dept. turned down our suggestion of a P.C.C. body for this car.

Cars Nos. 1976, 1944, 1982, 1960, 1946, 1986, have been fitted with Fiest type No. 5 microid porous self lubricating trolley wheels, poles fitted with these wheels have three yellow bands around the pole. Members will do well to watch the Canterbury to Darling St. Wharf run?????

A new design of turnout (a cross between Sydney and Brisbane types) is to be provided for Sydney's tramways. Further details next month.

2060 has been delivered to Rozelle on the 23.10.52. No. 6 Trolley bus has been rebuilt and No. 22 is well under way. 918 "O" has been brought over from North Syd. For scrapping at Randwick.

It has been reported that 2029 has been making trial trips on the Neutral Bay line. 575 employees have now been retrenched from the Depts. services, it is now estimated that these retrenchments will save the Department approx. £120,000 p.a. As from this month the Department of Government Tram and Omnibus Services is now to be known as Department of Government Transport.

ABOUT
OURSELVES

Notice to Members.

The December meeting will be held on the 3rd Thursday 18 / 12 / 52. Prior to the meeting the Council and members of the N.S.W. Branch will hold a special Christmas dinner at a city restaurant. Owing to the lateness of the arrangements it will be impossible to arrange any concession on the meal so each member will be required to pay his own way. Anyone, and we hope everyone will be, who is interested in having his dinner with his fellow members on this the last meeting of 1952 should contact the Secretary NO LATER than Monday December 15th.

The Council wish to announce that the current stock of letterheads for the Branch is nearly exhausted and orders will be placed soon for the printing of 2,000. Any member who has any suggestions for an improved design they would like to hear from him as soon as possible.

Agenda for the next three meetings.

- DECEMBER. Mr. Matthews will give his third and final talk on the Victorian provincial tramways, "Bendigo".
- JANUARY. Tramway Topics.
- FEBRUARY. At this meeting M. K. Winney will deliver an address on "Timetable Construction".

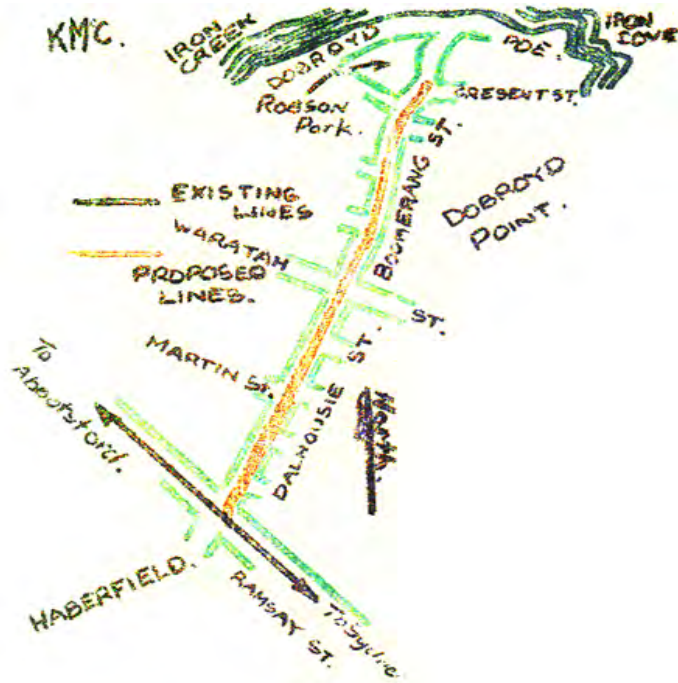
Members are asked to attend and make the evening an enjoyable one.

Those members who wish a copy of the index and folder – cover for the first Volume Nos 1-11, would they PLEASE notify the Editor before the end of the month.

OUR MOTTO....

In answer to many queries regarding our motto, "The Magazine on time all the time every time", we are of the opinion that this motto is a fitting one for a magazine such as ours, as this motto has been widely used in the past in the transport field, particularly by drivers of express steam mail trams, & is even used today by a transport undertaking at Maitland, N.S.W.

AHEAD OF TIME. Duplication of the North Balwyn tramline along Doncaster Rd. between Burke Rd. & Balwyn Rd. Melbourne was due for completion on 22-10-1952 a fortnight ahead of time. The works are approx. a mile long and it was expected to be below the original estimate of £39,000. It is good to know that there is one transport undertaking that can operate economically.



Proposed Lines No. 4.
HABERFIELD-DOBROYD 1912-1923

As early as 1912 there had been local pressure to have a line built from the Haberfield terminus of the Abbotsford line along Dalhousie St. & Boomerang St. to a terminus at Crescent St. opposite Robson Park, Dobroyd Point.

The proposed tramway was recommended by the Tramway Advisory Committee for the Minister's consideration and was referred to a Public Works Committee on 22-11-1922.

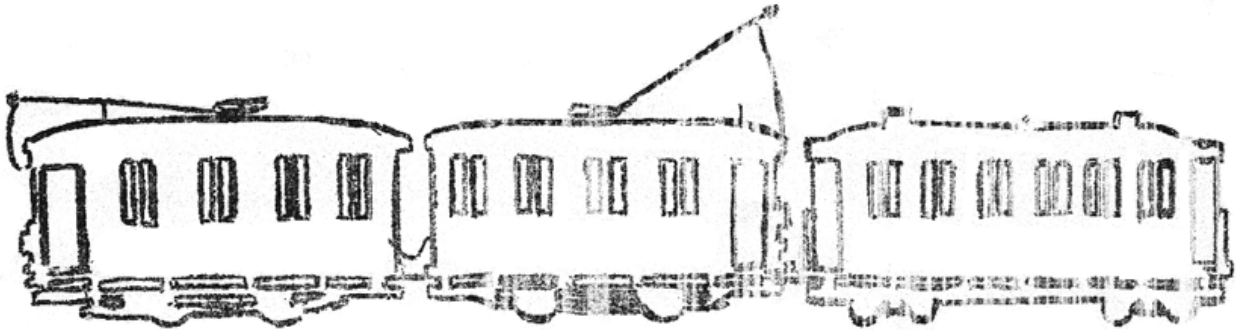
ESTIMATED COST, etc.

Cost of double line 59 chns., ruling grade 1:30, sharpest curve 66 ft. radius ..

					£22,537
Because of fall in price of rails..	..	..	..	..	£21,567
Rails .. .. .	..	..	..	..	£ 3,519
Power & feeders .. .. .	..	..	..	..	£ 3,900
Ballast including freight .. .. .	..	..	..	..	£ 2,580
Sleepers @ 6/- each .. .. .	..	..	..	..	£ 1,023
Excavation in street .. .. .	..	..	..	..	£ 1,125
Poles & overhead wiring .. .. .	..	..	..	..	£ 1,150
Head office charges, etc. .. .. .	..	..	..	..	£ 2,282
Estimated revenue	£4,000		Expenditure ..		£ 6,539
Difference	£2,539				

Committee said as the Abbotsford line was at easy walking distance & no funds were available the tramway should not be constructed. The Committee also inspected the proposal of a route to Ashfield via Dalhousie, Orpington & Elizabeth St. connecting at Ashfield with the Enfield lines. But it was considered that the tramway would run at a continuous loss.

At this time it was suggested that a survey be made as to the cheapest form of transport that would be suitable for future extensions. Some of the suggestions were:- The use of (i) accumulator cars; (ii) Conduit system; (iii) Trolley buses; (iv) Petrol trams; (v) petrol-electric cars; (vi) Motor buses; & (vii) One-man trams. The last mentioned was considered the more suitable. It was after this survey that Birney cars were recommended for Sydney



TRIPLE TRAMS.

By Gil. Hayman.

Faced with financial problems, increasing working expenses and overcrowding forty years ago, the N.S.W.G.T. decided to operate triple cars on suitable routes, consisting of an "E" car set and a "B" trail car. To carry out this new working some of the "B" cars were fitted with air brakes (as they used vacuum brakes in steam service) and the "E" cars were fitted with an air hose on their driving ends. At first this was the only alteration carried out on the "B" cars but later a few were fitted with electric light and the kerosene lamps were removed.

These triple sets were used on the Waverley (St. Thomas St.), Bondi Tea gardens Triangle (Bondi Junc.) and La Perouse lines. The "B" cars were very popular with the travelling public as they had a gentle side roll (away) whilst the four wheeled cars has a severe rocking motion.

The triple sets were not as popular with the drivers as they were with the public and they were very often feelingly called the "B---?" cars. They earned this reputation because of the shunting which had to be carried out at the terminii to place the "B" at the rear end.

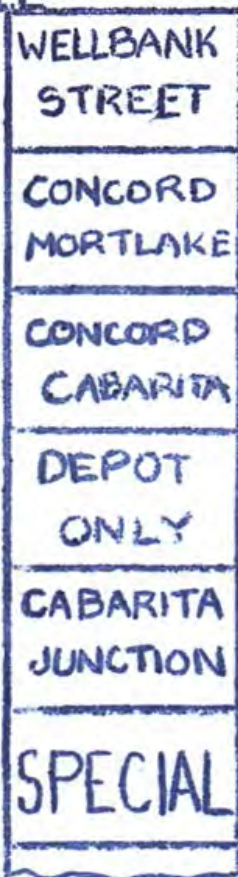
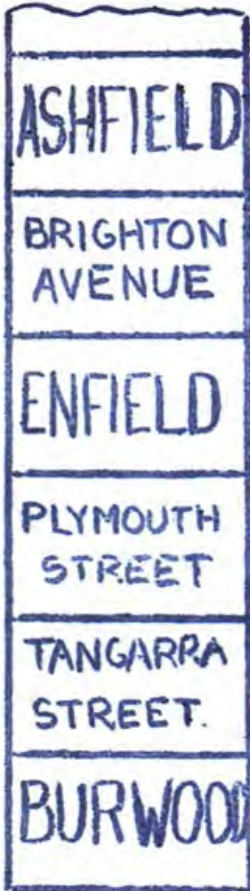
Although the complete set were sometimes run down to the Quay the "B" was usually shunted into Bridge St. yards by gravity and the "E" cars would run via Bridge & Young Sts. to the Quay then leave by Phillip St. and at the Yards they would be backed in to collect the trailer.

The operation at Bondi was simple as the balloon loop was in use but at Waverley the set was taken to St. Thomas St. then backed, "B" first to MacPherson St. Junc. where the "B" backed to the rear of the "E" cars by gravity on the Y junction.

Mechanically these cars were a success and they negotiated the Barrack's Hill at Paddington with little trouble even in wet weather. These triple trams served Sydney for many years and because of their large seating capacity they were used extensively on the Racecourse-Eastern Suburbs run during race traffic days. Before the First World War some of the D.C. "O" cars were fitted to run coupled to "B" cars

ENFIELD ROLL

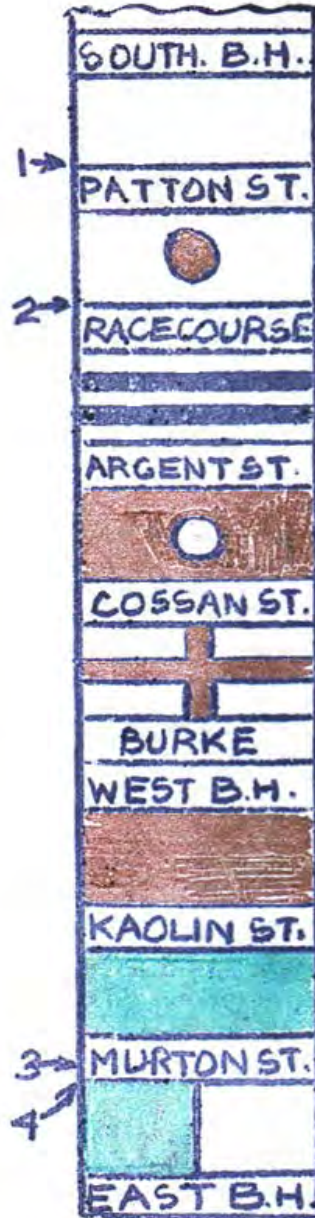
All letters white on black ground.



Mr. O. C. SINGLETON WRITES:-
 Sir, With reference to North Sydney roll in T.W. of Aug. In the earlier days of electric trams at North Syde i.e. coincident with the Mosman opening date, the rolls had this sign:-



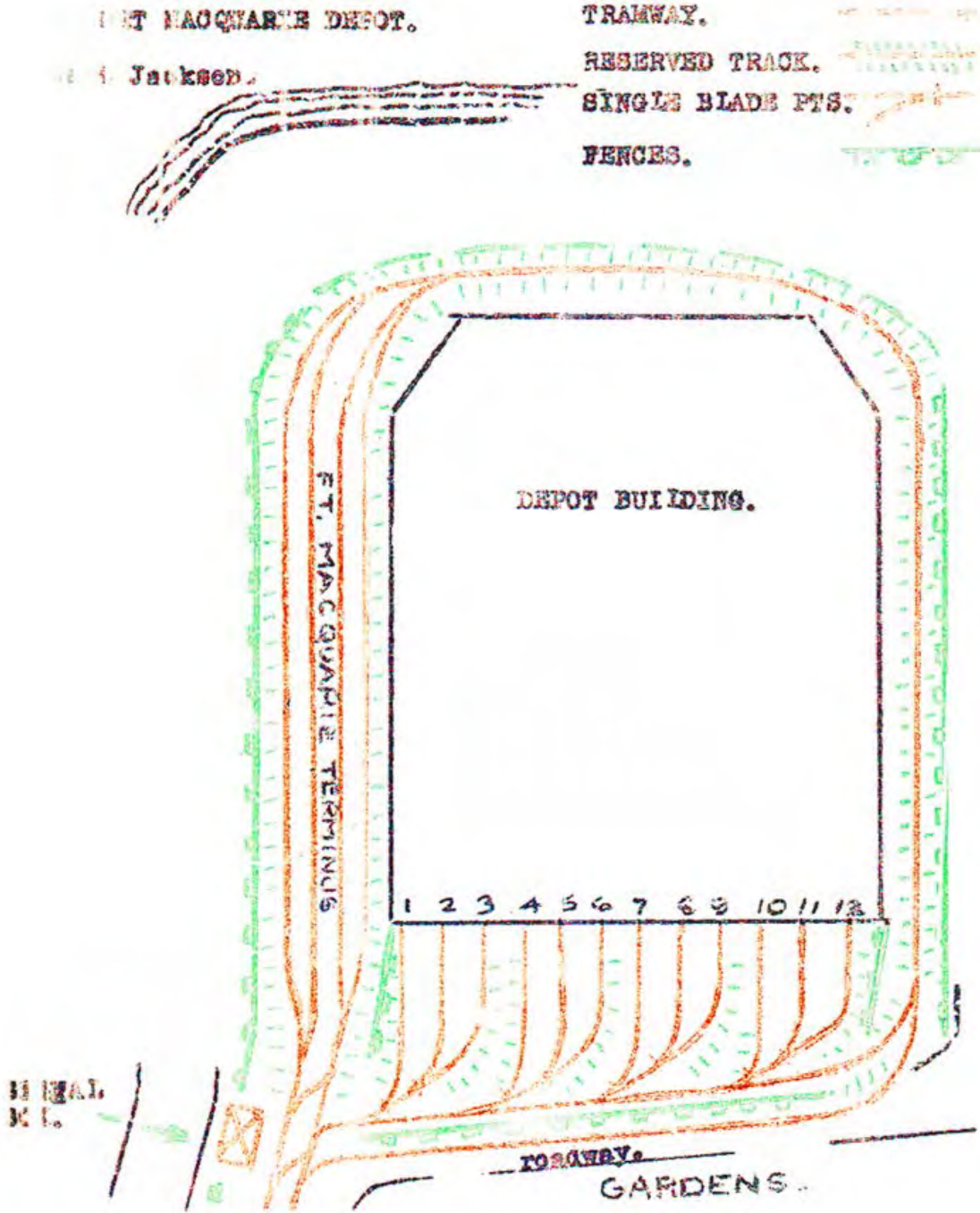
which was a turnback on the Willoughby line just beyond what is now Crow's Nest. C.O.S.



Following is a list of signs thought to be at one time included in the roll.



BROKEN HILL ROLL. KMc.



NEWS FROM NEWCASTLE.

A "TROLLEY WIRE" reporter paid a visit to Newcastle on the 19th October & toured the whole of the former tramway system, with the exception of the Port Waratah & Carrington Lines. (& West Wallsend & Speer's Point Lines), to see what progress (if you might call it progress) had been made in dismantling the System, and the following was observed:-

As mentioned in an earlier issue all overhead wires have been removed.

MAYFIELD LINE:- This was the first post war abandonment, & it was the first to have street track removed. Rails were removed from Ivy St. Junc. to the terminus last Easter and the roadway has been paved with a very coarse gravel surface, as have all the other places where track has been removed since June 1950. This newly made strip of road now shows where the trams once ran. It is unusual that such a surface has been placed on Maitland Rd. (New England Hwy) as the side lanes are concreted. This leaves a muddy pot-holed crown on the road.

WALLSEND:- Track has been lifted from Adamstown Junc. to the former Raspberry Gully Xing. Beyond this point about 150 yds of track are still in place this including the bridge across the canal adjoining Turton Rd. & immediately beyond this point, from Greta Rd. to Wallsend terminus no line remains save the crossing of Newcastle Rd. at Jesmond, all track in Wallsend itself having been taken up. The rails at the old Steam-Electric change over point are still to be seen, as may the signals protecting the line at Co-operative Junc. To walk the course of the Wallsend Tramway today is a depressing experience and it is amazing to think that all non-reserved track including that at the gauntlet and in Hobart Rd. New Lambton has been removed since last Easter.

MEREWETHER & ADAMSTOWN:- These lines are still intact.

GLEBE:- No work has been undertaken on this line as yet except for the short length of reserved track just after the route crossed Glebe Rd. to enter Railway St. which was taken up shortly after the line closed 2½ years ago.

RACECOURSE:- All reserved track on this line was taken up some time ago but a recent removal was the 100 yds. Or so of the former up line at the far end of Chatham Rd. beyond the point where the trams entered the racecourse sidings.

(To be continued in an early issue.)