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The Trolley Wire

THE OFFICIAL ORGAN OF THE N.S.W. BRANCH OF
 THE AUSTRALIAN ELECTRIC TRACTION ASSOCIATION.

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XMAS ISSUE

PRESIDENT'S XMAS MESSAGE...

Dear Members & Friends,

This month brings to a close another successful year for this Branch of our Association.

Although all of our social activities during the year were not financial successes, they served their purpose well of bringing the members together in a friendly atmosphere, and I wish to thank the P.R.O's for organizing them.

I think that the most outstanding feature was the Department's recognition of us as the official tramway Society. As a result of this act we have been able to obtain two further tramcars for historical preservation and a large amount of other interesting material all donated by the Department.

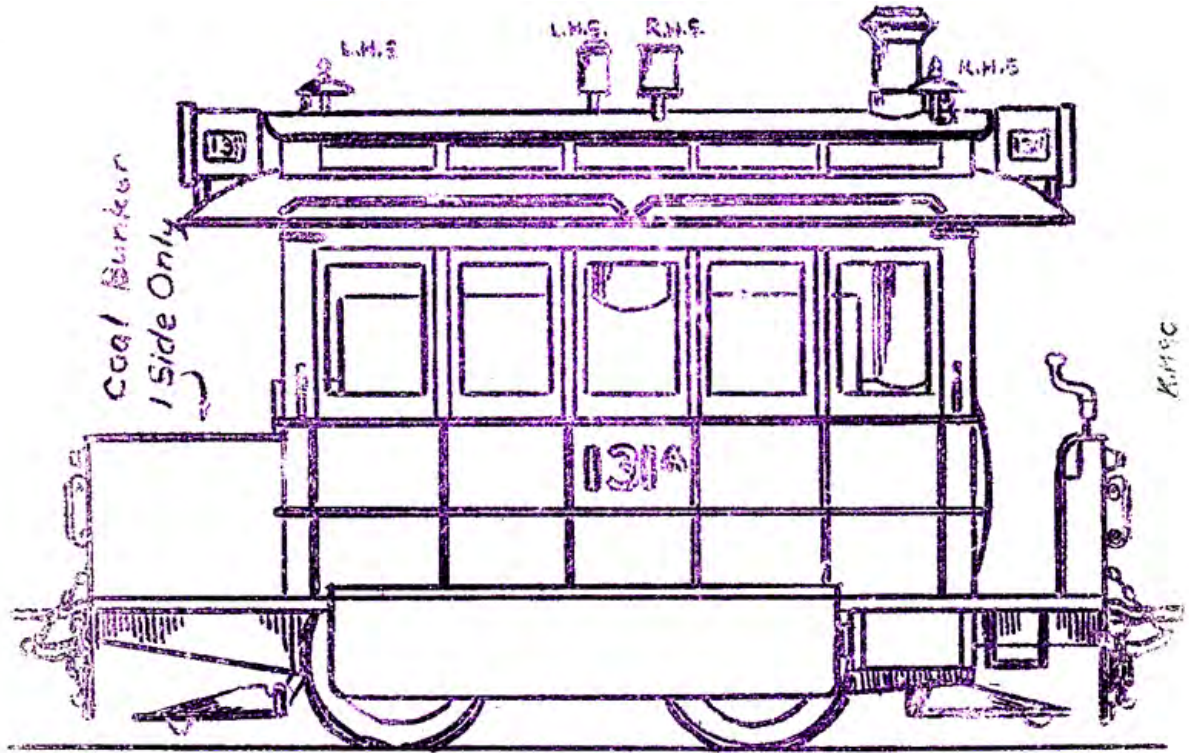
I would like to thank all those members who have given up time to further our aims and also the not-so-active members for their financial support without which we could not carry on.

Finally I wish every member a Merry Xmas and in the coming year may we strive to achieve our aims

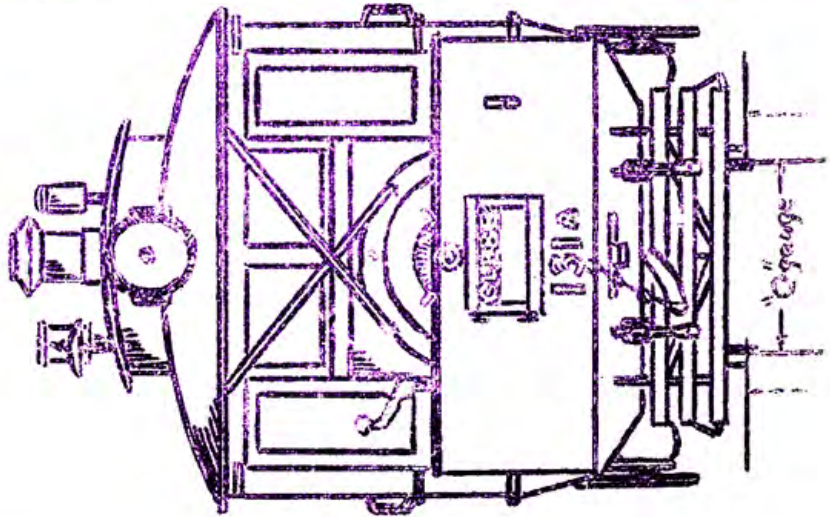


President
 N.S.W. Branch 1953





NSWOT, D.R.T. & T.
BALDWIN STEAM
TRAMWAY MOTOR
11" MOTOR, FINAL FORM
Scale 3/8" = 1"



SYDNEY NEWS-----

On November 9th we heard a familiar tune in the current hit parade viz:- “Take them off and put buses on”.

Like many old tunes this one has been heard on and off on various hit parades since 1932 but it never seems to climb to first place EVEN AFTER ALL THESE YEARS.

Of course, we are not amused.

THE ROYAL TOUR. Like many other Australian cities Sydney will be inundated with huge crowds during the Royal Visit early next year. To cope with these crowds all M.U. cars will have to be ready to come into service should the situation demand, so there will be approx. 1,100 cars on hand, so M.U. cars in store must go to Randwick between now and next February to be touched up. This includes the M.U. cars in Ultimo Depot which can still be classed as an open depot. It is not an unusual sight to see cars going up Harris St. from Ultimo to Randwick for repairs. To mark the Visit Fort Macquarie Depot is to be outlined with electric globes and three trams are to be painted cream or ivory with the Royal Motif on the exterior. (More details of this next month.)

No. 1664 and 1681 and now other P class cars have been fitted with steel sides where bulkheads between to smoking and non-smoking compartments are fitted. This modification should rid the “P” cars of the body looseness which was previously common to this class. Another new feature is the painting of the air reservoir tap on all cars.

Because of the increased use of corridor cars together with the rise in operational cost of trams plans are under consideration to reintroduce the conditional stopping system which was discontinued circa 1945.

RANDWICK. By the time this magazine appears there will be no more Government “L/P” or “N” cars in working order. On our last visit to Randwick on 16-11-53, the few remaining L/P cars were no’s. 192, 202, 164 and 328. L/P 222 will remain for some time as a hot house. N cars no’s. 720, 721, and 725 were still in the yard at that time but should now be broken up except for 725 which is to be used as an office, still retaining its original outward appearance. At that time 1691 “P/R” was being broken up and 1485 had been burnt earlier. Following these latest scrapping there now remains in Sydney basically three classes of cars, i.e. “R”. “P” and “O” cars. (Continued on page 9.)

BRISBANE NEWS. ----- From F. Andrews, our Brisbane representative

Owing to an expected deficit of £576,000 from the 10th October 1953, all Brisbane transport fares were raised, in order to limit the deficit to £359,000.

The new scale of fares are:-

1st section:- 4d., 2nd section:- 6d., 3rd section:- 8d., and 1d per additional section. Concession tickets are now sold in books of 8 for 2/- and can be used on trams and buses any time one wishes. Previously they could only be used Mondays – Fridays until 6-30 p.m. Children's fares have not altered.

Brisbane's trams are losing 4.11d. per car mile (Sydney 24.26d.) while the buses are losing 9.8d. per bus mile. (Sydney 14.12d.). (It appears that the Sydney figures have been quoted back to front??)

Half of Brisbane's bus revenue is used on maintenance, but only one tenth of the tram revenue is used for repairs. (This could well apply to Sydney as most of the tram parts have been standardized, etc.)

So as to make the motorist more comfortable, (which is more than the motorist does for the Council) perway gangs are concreting the track on the Mt. Gravatt line in Logan Rd. This is the main highway to the South Coast.

Another major job being undertaken is the relocation of the Ascot line in Kingsford Smith Drive (ex-Hamilton Rd.). The new position is 17 ft. closer to the river which will enable outward bound traffic to pass the trams.

NEWCASTLE NEWS. ----- From K. Magor, our Newcastle representative

The remaining L/P trams at Newcastle Depot nos. 140, 311, 345 & 378 were sold to the Newcastle Junior League and were taken away on 11-11-1953. Of the two remaining hearse cars, we believe that no. 45 S has been scrapped and 27 S is awaiting to be received and removed by the A.R.&L.H.S. to whom it was donated by the Department.

The old bridge across Iron Bark Creek Wallsend was offered to the Newcastle City Council by the Department (for £5 per year) to provide access from Wallsend to Pittown, but the Council refused this offer as it intends to rebuild the bridge in the near future. Owing to weaknesses, this bridge (which carried trams from Kemp St. to Wallsend Depot) was closed to tram traffic in early 1948. Thus from 1948 to November 1949 the Wallsend cars terminated outside the hotel on the north side of the bridge.

Opening dates of N.S.W. tramway extensions. No. 7.

CAMDEN LINE.

12- 3-1882 Campbelltown-Camden.

NEWCASTLE LINES.

31-12-1887 Newcastle-Plattsburg.
 19- 9-1910 Plattsburg-West Wallsend.
 15- 1-1912 Brush Creek Junction-Speers Point.
 23-12-1893 Perkin Street-Parnell Place.
 19- 4-1894 Union Street Junction-Glebe.
 3-11-1902 Darby Street-Junction- Patrick Street (Merewether Beach Line).
 21- 9-1903 Patrick Street-Merewether Beach Terminus.
 19- 4-1894 Bank Corner-Tighes Hill (via Albert Street).
 14- 1-1901 Tighes Hill-Mayfield.
 17-12-1923 Railway Street Junction-Ivy Street Junction via Maitland Road
 - -1912 Ivy Street line.
 13- 8-1900 Adamstown Junction-Adamstown.
 24- 4-1907 Adamstown Junction- Racecourse.
 23- 9-1912 Albert Street Junction-Carrington.
 20- 7-1914 Carrington Junction-Maryville.
 18-12-1916 Maryville-Port Waratah.
 28- 4-1920 Port Waratah-Port Waratah Wharf.
 21- 1-1915 Moira Road Junction-Waratah.
 17-12-1923 Tudor Street-Gordon Avenue Depot.
 - -1938 Adamstown Extension. Glebe Road-Victoria Road.
 17-12-1923 Single track in Hunter Street.
 17-12-1923 Telford Street Line.

MORPETH LINE.

- 8-1893 East Maitland Station-Morpeth.

TORONTO LINE.

22-11-1906 Fassifern-Toronto (worked by a Coy, with N.S.W.G.T. rolling stock.)
 2nd opening.
 - 8-1910 Line opened 3rd time by N.S.W.G.T.

WESTON LINES. (Private)

26- 3-1906 First line in the Weston district opened.

(Whether these lines were of the tramway type or of the colliery railway type is not clear....)

ASSOCIATION NEWS.

MEETINGS FOR 1954:- Rooms for next year's meetings have been booked as usual at the Railway Institute, Devonshire St., for the following nights:- January 21st, February 18th, March 18th, April 15th, May 20th, June 17th, July 15th, August 19th, September 16th, October 21st, November 11th, December 16th.

All of the above meetings are on the 3rd Thursday of the month EXCEPT FOR THE NOVEMBER MEETING which will be on the 2nd Thursday.

FUTURE PROGRAMME:-

Meetings. The January meeting will be devoted to photography. All members are requested to bring along their albums. We hope to hold a movie and colour slide night later in the year.

Tours. Should there be any major closures during the year it is intended to hold some "DAY AFTER TOURS". All members wishing to attend these tours should contact the P.R.O. as soon as these tours are announced in order to avoid disappointment. Had all members who attended the Drummoyne tour contacted the P.R.O. beforehand, perhaps a coupled set of P/R1 cars could have been obtained for the tour....

Hikes. Many members who attended the semi-official tours from Prospect to Fairfield, and from The Spit-Manly-Harbord, several years back will be interested to know that it is hoped to hold a hike, during January, from North Manly Depot to Narrabeen. All members interested should contact Mr. N. Chinn, the P.R.O.

TROLLEY BUS TOUR.

A Trolley Bus tour over the Kogarah system, as announced last month was held on 22nd November 1953. The tour commenced in T.B. No. 1 (ex Wilde Street) but owing to an electrical trouble the bus returned to Ritchie St. Depot and the party transferred to "Q" 4, (an ex Wilde Street double deck). This bus had just returned from Randwick after a complete overhaul, and we are convinced that the trolley bus is one of the fastest, more heavier, vehicles on the road. Every foot of the system was covered and some unusual workings took place. Of course the financial aspect of the tour was dampened by the members who promise to attend but never do, but these members missed an unusual afternoon, and we wish to thank the crew for being so co-operative and friendly.

For Museum News see page 9.

For those members who will be in Melbourne during January, the Victorian Branch of the A.E.T.A. meets at the V.R. Institute, Room 11, Flinders Street, at 8-00 p.m. Friday 15th January 1954. January and October are the only two months of the year when you can conveniently attend both the Sydney and Melbourne meeting on the same month

SYDNEY NEWS CONTINUED FROM PAGE 4.

The staff at 99 Macquarie St., which was previously occupied in calculating vehicle mileage for reporting, etc., have been transferred to other activities. In future all mileage is to be calculated on a fuel consumption basis. When the Annual Report for 1953-54 is issued we can expect to be informed that the many waiting sheds and depots under the Department's auspices, will have travelled a considerable distance!

REGULATION STRIKE. A regulation strike was instituted on the 24th November by the tram crews of Newtown and Tempe Depots as a protest against the Department's curtailment of off-peak tram services on the lines served by these depots from 15 to a 20 minute headway. Since then trams have been stopped at sections for fare collection, slowed down to official speeds at curves and junctions, and halted at important junctions for connecting vehicles. From the 11 th December extra trams and trolley buses have been placed on all routes to cope with the increased Xmas traffic, even on the lines affected by this strike, so whether the strike will be reintroduced next year remains to be seen.

The use of adverts on corridor cars is on the increase, and this scheme is returning to the Department about £100 per car per year. We were wondering how the numbers on the sides of the "R1" were being changed to a new position so quickly, so it appears that the paint shops at Randwick have manufactured transfers for the job, thus saving these cars a special trip to Randwick.

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MUSEUM NEWS.

The Treasurer reports that at the beginning of this month the loan fund for the Transport Museum Building Fund, together with donations previously received now amounts to £55-5*6d. It is hoped however to have in hand at least £100 early in the New Year, Any member who would like to make a loan or donation (of 2/- upwards) please contact the Ho. Treasurer, Mr. B.J. Parle PhC MPS, 10 Karuah Rd., Turrumurra N.S.W. Phone JJ3526.

The Council has authorised Mr. K. McCarthy to contact various building firms for quotations for a suitable building in which to house our tramcars. We hope to raise £400-500 in loans etc. from the members for this building which may form a nucleus of a future transport museum.

Correction Page 8. (This issue,) Re Trolley Bus Tour.
 Double deck bus No. 4 should read "Double deck bus No. 5."