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The Trolley Wire

THE OFFICIAL ORGAN OF THE NEW SOUTH WALES BRANCH OF THE A. E. T. A.

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TOUR OF THE BEACHES 40 MILES

A 40 mile tram tour in either a decorated Royal Tour car or the resilient wheeled car 1974 will be held on Saturday afternoon, 13th March 1954. The car will depart from Devonshire St. Siding, opposite the Railway Institute, Central Railway at 1-15 p.m. and will return to eddy Ave. at approx. 5-30 p.m. The car will travel via Dowling St. depot to la Perouse then to Clovelly, Randwick, Bronte, Bondi and back to the City, an afternoon tea stop will be made at Bronte.

Because of rising costs the Dept. has increased its hiring fee so tickets will be 6/- each (this is still cheap as the Dept. charges 12/- for 36 mile bus tour.) As the P.R.O. Mr. Chinn is on a vacation, the tickets and reservations can be made through the secretary MR. BARRY CRAIG, 63 SECOND STREET, ASHBURY Phone UA1372.
COME ALONG AND HAVE A PLESANT AFTERNOON.

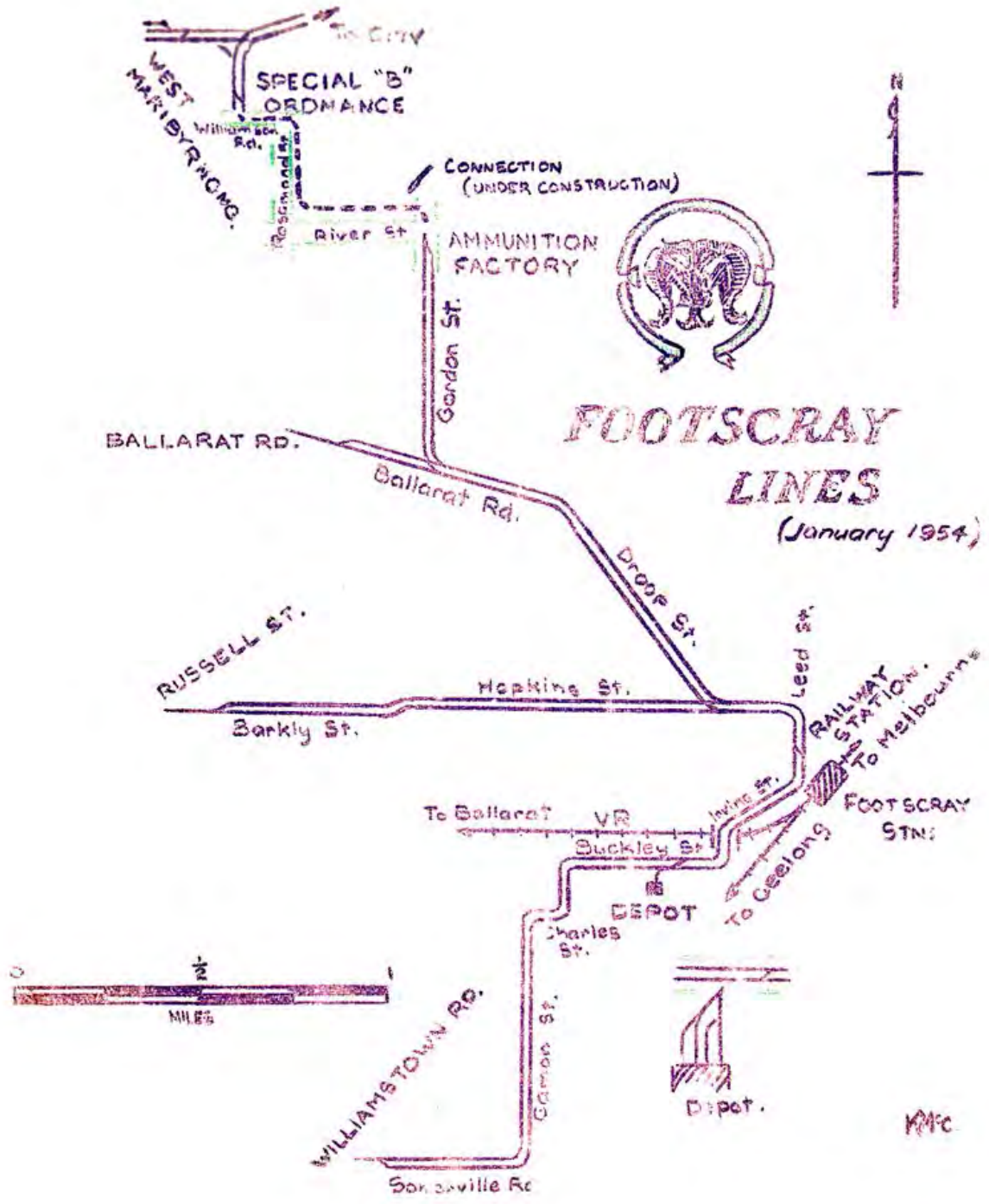
Because of his father's ill health, Mr. Bill Harrington has been forced to retire from his job of assistant secretary. As a result:- Mr. Ken Brammall ----- 25 Westbourne St. DRUMMOYNE, N.S.W. was elected to take over the job.

Owing to the above, December T.W. has bee sent out with the January issue.
The N.S..W. branch wishes Mr. Harrington Snr. A quick recovery.

FUTURE TOURS. Another historical tour is in preparation., we hope to be able to hold this in April on the North Shore in the remaining coupled set of "E" class cars.

Also coming up is an exclusive tour to be held in June, the numbers will be limited to about a dozen, so book up as soon as information is released.

Printed by the publishing staff for and on behalf of the Council of the N.S.W. branch of the Australian Electric Traction Association. Any business concerning this magazine should be sent to Ken McCarthy, 2 Loftus Avenue LOFTUS, via Sutherland N.S.W.



VICTORIAN TRAMWAY NEWS ----- a. THE M. & M.T.B. SYSTEMS.

The Bourke Street construction is being pushed ahead and the Board plans to have trams running to Northcote and East Brunswick by late next year. The overhead wire is in place from Spencer St, to Fitzroy St. and Hanover St. (Exhibition) Fitzroy, while junctions have been laid at the Victoria Pde./Nicholson St & Nicholson St./Gertrude St. intersections. Cars for the new route (S.W.6b Cars) are now under construction and are being stored on completion. When these cars enter service they will be fitted with many new features which the Board does not at present wish to make public, but at present trolley shoes and locally produced resilient wheels are being tested (so this gives a hint).

Work is also being pushed ahead with the connection of the isolated Footscray system to the main system, the erection of span poles and the stringing up of span wires, are well advanced and portion of the ash ballast foundation is in position. (See map page 2.) This new extension leaves the terminus of the Special "B" Ordinance line at Maribyrnong West and proceeds along Williamson Rd. then in side of road reservation along Rosemond St. and River St., connecting with the Footscray line at the Ammunition Factory terminus in Gordon St. Allowance has been made for double track, although no direct service is to be run to the City.

To house cars for this line two outside roads have been laid at Essendon Depot with several more under construction, while similar accommodation is to be provided at Footscray Depot.

It has always been thought, because of sharp curves, bogie cars could not negotiate the Footscray lines, but late last year this was proved wrong. The Board, in order to test this statement, has a W5 car taken to the system for a few days and the only trouble experienced was entering the western roads (3 & 4), so bogie cars will most probably be used when the connection is completed.

P.C.C. 980 is being decorated for the Royal Visit, which seems another step to keep this car out of service. (Any other bogie car would have done the job as well). By the nature of the decorations it looks like the car will not be carrying passengers when it appears.

The rolling stock of the Board is in excellent condition but they could learn much from Brisbane and Sydney in modern high speed track junction construction, and from Sydney and even Bendigo in overhead wire erection. Indeed some of the track junctions are poor even by late Newcastle standards, while the track work on the new Nicholson St./Victoria Pde. Junction is out of line and part of the trackage in Victoria Pde. (20 ft S.E.) has been kinked to take up the error of some 2" when the above junction was laid. But summing up the whole situation the people are getting what they want, and soon Melbourne will have trams in some of its lanes as well as its streets....

VICTORIAN TRAMWAY NEWS ----- b. THE S.E.C. SYSTEMS.

i. BENDIGO. Closed combination car no. 22 (ex M. & M.T.B.R 153) will be in service next month to celebrate the Royal Visit. This car was wired for displays in 1950 and was due on the road for the Gold Centenary in 1951, but electricity restrictions at that time prevented it from appearing. But since then it has been illuminated for the Coronation so eager crowds will have a chance to ride in this car.

The Golden Square route which was to have been closed last year is still running not only did the protesting citizens save this line but the question of extensions to Kangaroo Flat, Sailors Gully and White Hills was again raised, and is a very live point. Not only do the people take pride in their transport system but the "Bendigo Advertiser" ran a front page article recently (with pictures) entitled "TRAMS STILL TRUMPS IN BENDIGO", so it appears that the only body besides the Royal Auto Assoc. who wants to remove the trams is the S.E.C. themselves.

Track relaying has been going on in the suburb of Iron Bark (on the Eaglehawk line) while the whole track and paving of the system is in excellent condition.

All in all this system is the best in Victoria (including the M. & M.T.B.) and we hope to see it running for many years yet.

ii. BALLARAT. This system has the most frequent service of the three and the track is in reasonable order, except for the outer end of the Sebastopol line, here the reserved track is worn and sunken at the rail joints,

Bogie car 40 is the most recent in service, while no. 15 has been renumbered 36 and car 22 to 29.

Repaving of the track has been carried out around the lake but the overhead is in very poor shape at three junctions.

iii. GEELONG. Since the recent staff reorganisations tram services have been drastically reduced. One can now stand on the Moorabool / Pyrie St. corner and not see a tram in sight.

The track is not overworn, repacking under the joints and a good grind would help. Repaving has been carried out on the once bad North and East lines and the junction at the west end of Aberdeen St. was partially relaid last month.

All centre bracket suspension poles have been removed in Moorabool St. between the Malop St. corner and McKillop St. (Belmont line).

The three systems carried 12,700,000 passengers in 1952/3 (an increase of 2½% on 1951/2, but showed a loss of £236,000. The accumulated loss stands at £1,400,000.

SYDEY NEWS.

Our trams (not 3 as stated) are decorated for the Royal Tour. They are:- 1951 (ft. Mac.), 1992 (D St.), (both painted white with a blue band), 1925 (Nth. Syd.) & 2019 (Roz.) (both painted red & rich cream). All have a large plastic crown and cushion mounted on the roof and illuminated at night.

After 8 a.m. on the day Her Majesty arrived (Wed. 3rd Feb.) trams terminated at the following points on the up journey:-

NORTH:- Wynyard Stn. EAST:- Bondi & Bronte at Greens Rd. (until noon), West Kensington at Baptist St. (until 12-30 pm), Watsons Bay at King's Cross (until noon), Bellevue at Gurner St. (until noon), Maroubra, Coogee, Clovelly and La Perouse at Anzac Pde. Junc. (until noon). WEST:- Cooks River, Canterbury, Earlwood, Dulwich Hill at Owen St. Newtown (until 12-30), Glebe at Parramatta Rd (until 12-30 pm), Balmain, Lilyfield, Birchgrove at Mt. Vernon St Forest Lodge (until 12-39 pm). SOUTH:- Botany, Alexandria and Daceyville at Regent St. / Redfern St. Junc. (until 12-30 pm), Rosebery at Redfern / Castlereagh St Junc. (until 12-30 pm). Temporary card signs were used for all destinations.

After the times shown, trams ventured to closer city termini and by 1-45 p.m. cars were running via George and Elizabeth Sts. to the Quay. Then the GREAT POLICE BUNGLE started. Under police instructions trams were kept out of Pitt and Castlereagh Sts. during the afternoon, but these streets had less crowds than George and Elizabeth Sts., which were crowded to capacity, causing trams and buses to be hours behind schedule.

On Thursday (4th), because of Her Majesty's visit to the Trocadero (soon after noon) all George St. trams were tabled to run via Pitt St. By 12-45 pm the crowds had become so dense that the police "panically" closed Liverpool and Park Sts, isolating at least 70 trams at the north end of the City. Liverpool St was reopened at 1-45 pm and Park at 2-45 pm thus between 12-45 and 2-45 pm only four cars, (those trapped in Pitt St. between Park and Liverpool Sts.) were able to leave the City for the South and Western suburbs, This "bungle" cost the Dept. approx. £100 in "idle" wages.

By Friday (5th) the motorists and the Dept. were wide awake to the Police Dept.'s sudden whims. One motorist travelling from Ryde to Kings Cross had to detour 16 miles for a normal 9 mile journey, while on the Friday night the Transport Dept., very warily ran George St. cars via Pitt St. and organised a shuttle service in George St. so that if portions of the service was suddenly closed it would not greatly interfere with suburban services.

On Friday morning Eastern Suburbs services were terminated outside of the City, while between 9 am and 11-30 am the "Big Lift" of school children to the Show and Cricket Grounds and Centennial Park was in full swing. 80 coupled sets (160 trams) and 100 buses carried children from City Stations while 24 tram and 124 buses carried children direct, altogether 90,000 children were carried by the Dept. without a hitch. An achievement which the Department is to be congratulated on.

TRAMWAY AND FERRY CONNECTING SERVICES OF SYDNEY.

No. 5 MINOR CONNECTIONS Continued.

By G.L. Johnson.

(b) NEUTRAL BAY. This ferry service was commenced in 1871 and taken over by the North Shore Steam Ferry Coy. in 1884. A year later an opposition service was commenced but lasted only 16 months. The Neutral Bay tramline was laid in 1900 and its steep grade of 1:10 has made it difficult to work and only cars fitted with special track brakes have been allowed to work this service. The operation of regeneratively braked R1 car 2029 is, of course, modern news. The pontoon at this wharf was originally located across the foot of the roadway, not on an angle as at present.

(c) CREMORNE. Both the tramline and the ferry service to this wharf commenced operation on the same day, December 18th 1911, when a direct ferry service to Circular Quay was started to co-ordinate with the opening of the tramline. The wharf was known as New Cremorne for many years to differentiate it from the original Cremorne Wharf on Mosman Bay which is now known as Old Cremorne.

(d) MOSMAN. This tramline was opened as an extension of the original North Sydney electric line to Spit Junction in 1897. The ferry service was started intermittently in 1871 and consolidated in 1878. The original tramway terminus was a balloon loop and siding and the cars were C cars with cable trailers. A section of the balloon loop is still in use.

The concluding portion of Mr. Johnson's interesting article will be published in the near future.

Additional MELBOURNE NEWS.

M. & M.T.B.

For some time T.A.A. has been trying to overcome the danger of an aircraft running into the overhead of the Essendon line, between Keilor Rd, and the terminus, portion of which runs at the end of their landing strip. As a precautionary measure the wire for several chains in the danger area has been lowered and span poles shortened, but of course the danger still persists. The latest idea is to install an automatic switch to cut out the current from this portion of the wires when not in use, (this reduces the danger considerably but the Board has yet to work out how to overcome the danger of the current being on when a tram is in the section and a plane is taking off).

CORRECTION THIS ISSUE PAGE 3 PARAGRAPH 4:-

"Western roads (3 & 4)" refer to Footscray Depot....

Additional Sydney News:-

R1 1974 is due on the road soon fitted with resilient wheels.

