

The Trolley Wire

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

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12th A.E.T.A. TRAM TOUR ----- 13th March
1954.

The tour held on Saturday afternoon, 13th March proved a financial and social success. White and blue car R1 1992 covered the lengthy route commencing at Devonshire St. siding, which has not been used since 1948 and travelling via the Rosebery, West Kensington, Dacey Ave. lines onto the La Perouse line.

Returning to Robertson Rd. speeds in excess of 40 mph were reached on the reservations. Leaving Moore Park the Clovelly and Coogee lines were traversed and then onto Macpherson St. Junction on the Waverley line. A half-hour refreshment stop was made at Bronte, followed by the homeward bound journey via Bondi Junction, Nth. Bondi, Bellevue Hill to Elizabeth St. cross-over at Hunter Street. From this point the car returned to the depot.

The tour was a success in many directions, such as high speeds, unusual workings and glorious coastal views. We wish to thank the crew for their co-operation, but we did not appreciate the Department's laxity in not arranging to have the car cleaned for use. Indeed several members had to spend an hour prior to the tour departing from Dowling St. cleaning the windows, seats and sweeping out the car.

The April Meeting will be held on Thursday 15th April, Good Friday Eve. We would like to see a good roll-up as Mr. S. Goodman will most probably be addressing the meeting.

Another lecture will be given by M. L. Clarke in the near future on "Early Workings on the North Shore Line". WATCH OUT FOR THE DATE OF THIS INTERESTING LECTURE.

The publishing staff would like to purchase any early copies of Trolley Wire so it can pass same onto members who want to file this magazine for reference purposes.

SYDNEY NEWS.The Royal Visit.

Between 3rd and 13th February Sydney Trams and Buses carried 12,167,000 passengers, earning £290,000, this being only 220,000 passengers and £1900 more revenue than for normal workings for a similar period. In view of the additional rolling stock in service together with penalty rates for the staff, the Department has incurred a heavy loss on the Royal Visit.

Many "O" class cars on the north and south sides of the harbour were taken from store and pressed into service for the Visit, some perhaps having their last "fling". These cars carried an "S" sticker on the windshield to indicate "Stored Car".

On Thursday 4th February, the day after Her Majesty arrived, the Tramways helped the Police dept. in the job of removing all the portable barricades, a "U" & "SV" car travelling through the City collecting these items at various points.

The North Shore decorated tram No. 1925 had a smaller crown on the roof than those on the main system cars, and it was externally illuminated in order to allow it to traverse Wynyard Tunnel. We think 1925's colours would do much to brighten Sydney's tram fleet.

The Royal Train.

The Royal Train was hauled by Diesel-Electric Locos No. 4001 and 402, painted Royal Blue for the occasion. On February 9th the Queen travelled to Newcastle in the train, which was preceded by "C38" class loco No. 3807, painted black with red & yellow lining, acting as pilot engine as far as Strathfield. An eight car electric train took over from there to Hornsby, and from Hornsby to Newcastle No. 3808 painted green did the honours. On February 11th the Royal Train travelled from Bulli to Sydney with No. 3807 as pilot engine to Sutherland, where an electric train took over for the remainder of the journey to central. On 12th February the Royal Train ran from Bathurst to Sydney, this time with No. 3808 in the lead. As a matter of interest it will be seen that the Royal Train was being hauled by electric traction, even if the electricity used was generated by diesel power.

General News.

During the latter and most of last month and the beginning of this month the Overhead section was busy on the north side of the Harbour Bridge fitting new span and trolley wire. These replacements seem to be made very frequently on this section, and also at the North Sydney end of the Bridge as well.

"R1" class tram No. 1974 is now in service with resilient wheels, and we believe that six cars are to be so treated. The introduction of resilient wheels was the successful outcome of the trial in 1950 of the B.C.C. resilient wheel trucks on "R1" class car No. 1958. A number of other cars have been fitted with the "silent" gearing – "PR1" class car 1715 being one – since then. But this modification does not reduce noise so much as the resilient wheel does.

SYDNEY NEWS – continued.

Trams on the Watson's Bay line now carry a plate on the windshield indicating the depot code and run number on it. These plates resemble a motor cycle registration plate, and up until their introduction depot codes and run numbers were generally chalked on the front bumpers of the trams.

On Monday 8th February the Council of the N.S.W. branch of the A.E.T.A. held a tour of inspection of Randwick Workshops. It appears that Randwick is preparing its workshop facilities to deal with an ultimate fleet of some 800 cars.

Under construction at Randwick is a washing plant for cleaning chasses and undergear of tramcars. All trams coming in for any kind of repair will be treated by this new plant in order to keep them reasonably clean underneath. The washing plant consists of a tiled pit under the tracks fitted with nozzles which spray tram underframes with jets of water under high pressure.

BRISBANE NEWS

Royal Tour decorations were fitted to about 100 Brisbane trams of the "400" class, and consisted of yellow transfers on the sides of the cars, the decorations being of three different styles. The first type had the letters "E II R" on the driver's compartment side panels front and rear. "Welcome to" and "Our Queen" being on the two main panels on each side. The second type was the same except that "E II R" was replaced by a cypher. The third type had "E II R" on the driver's side panels as in the first type, but with the cyphers on the main side panels.

Brisbane trams are still giving a good account of themselves, frequent services being run, and the cars well patronised, mainly being about two thirds full during the day. Few of the old type cars are in service in peak hours now, and all the crossbench cars have disappeared off the road. Track relaying is in progress on the Chermside line in Lutwyche Road.

A number of trolleybuses minus poles are in store at Light St. 'bus depot. The Albert St. trolleybuses are proving popular, being well patronised, are quiet, and have very quick acceleration.

ADELAIDE NEWS

The Linden Park and Erindale tram routes have now been converted to Trolleybus operation. The remainder of the tram system appears to be in fairly good condition, especially the track, particularly in the City and on the Henley North, Glenelg, Magill, Morialta, Paradise, and Payneham lines. Nowadays single truck cars are used only for peak hour traffic.

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TRAMWAY & FERRY CONNECTING SERVICES OF SYDNEY.

No. 5. MINOR CONNECTIONS.

Concluded

By G.L. Johnson

(e) ATHOL. This wharf is known in ferry circles as the Zoo Wharf to differentiate it from the original Athol Wharf which gave access to the Athol Gardens Pleasure Grounds. In fact, it is argued, that the use of the sign "Athol Wharf" on destination rolls is incorrect. The ferry service was started in 1916 to coincide with the opening of the Taronga Zoological park and the tramline was extended from the Zoo gates to the Wharf in October 1917.

(f) BALMORAL THE SPIT. Sydney ferries Ltd. started a service from the Quay to The Spit calling at Clifton gardens and Balmoral in 1905. Two years later, Athol Wharf (not Zoo) was included as an additional port of call. The service was merely of an excursion nature, the timetable allowing for 5 through trips on weekdays with 8 additional trips to Athol and Clifton only. The Sunday timetable allowed for a half hour frequency with head-offs to Clifton Gardens and Balmoral. The tramline to The Spit was opened in 1900 and to Balmoral in 1922. The Spit ferry service was discontinued during early 1920s.

ADDITIONAL CONNECTIONS.

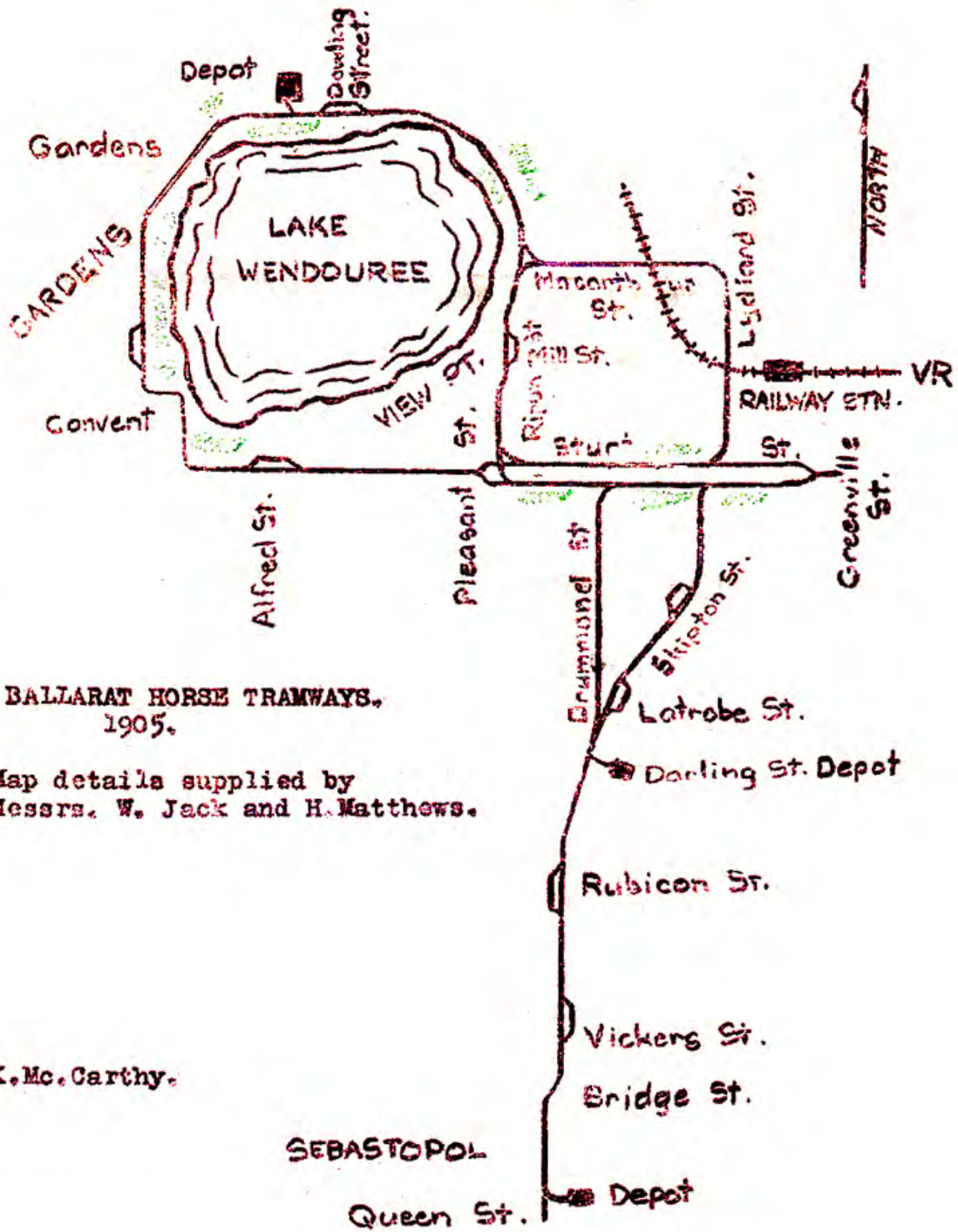
In addition to connecting points mentioned by Mr. Johnson, readers may recall many other interchange points, now discontinued, which provided the public with facilities to go from one district to another in the least possible time. To state but a few—
Cabarita, Abbotsford, Gladesville Bridge, West end of Rozelle Bay, Sans Souci, Brighton-le Sands, etc.

Also Bridge St. Wharf can still be regarded as a major peak transfer point, even though the trams have been discontinued on the Ryde line. Indeed it was a credit to the tramways to see packed Ryde bound trams stop at the west end of Iron Cove Bridge and still be able to provide room for the Cockatoo Is. Workers.

A minor tram-ferry connecting point which seems to be developing, is the La Perouse-Kurnell service. With the refinery job well in hand this co-ordinated service is now transporting workers from the Eastern Suburbs during the week and curious excursionists during the weekends. Should the tram service to La Perouse remain it should develop into a paying concern on the completion of the Refinery and the development of Kurnell. — Ed.

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Ken McCarthy (Hon. Editor) 2 Loftus Ave. LOFTUS N.S.W.



BALLARAT HORSE TRAMWAYS,
1905.

Map details supplied by
Messrs. W. Jack and H. Matthews.

K. Mc. Carthy.