

The TROLLEY WIRE

THE OFFICIAL ORGAN OF THE N.S.W. BRANCH OF THE AUST. ELECTRIC TRACTION ASSOC.

Vol. 3. No. 6.

17th June 1954.

DON'T MISS THIS FAREWELL TOUR

The Public Relations Officer is at present arranging a "Day after the Last" or "Last Day" tour to farewell the Abbotsford line which is to be cut back to Fivedock on July 3rd.

Unfortunately we will be unable to publish the final arrangements in this magazine, so if you are interested contact the P.R.O., Mr. N. Chinn at FF2073 (Tuedays, Wednesdays and Fridays only) during business hours, of the Hon. Sec. Mr. B. Craig at UA1372 after hours.

HISTORICAL GROUP'S OUTING.

Although some of the members made an error over the meeting place, the historical group had an enjoyable day's outing on Sunday 16th May. A visit was paid to Mr. B. Macdonald, who is rebuilding the steam tram motor 103A, and then the Toongabbie Blue Metal Coy's line and the N.S.W.G.R.'S Western Line electrification was inspected. The party also viewed the remains of the S.F. Ltd's line in Parramatta and by sunset they had travelled as far as Kurrajong, following the route of the branch line abandoned in 1952.

The historical group is indebted to the members who unselfishly made their cars available for this trip, and we hope that it will not be too long before we have another such interesting outing.

HISTORICAL PICTURE NIGHT.

The Historical Group wishes to thank Mr. & Mrs. Fawcett for allowing us to use their home on 3rd June for a picture night. Eight members and some friends viewed two hours of movies and colour slides, of both transport and scenic interest, shown by Messrs. Reed, Parle and McCarthy. The meeting concluded with an enjoyable supper provided by the hostess.

COMING MEETINGS.

The Historical Research Group will hold a meeting in the Devonshire St. Institute on Thursday 8th JULY 1954 at 8 pm. A.R. & L.H.S. member Mr. B. Macdonald will address the meeting on probable storage sites for both our electric tram fleet and his (& company's) steam tram stock. All interested should attend.

The July General Meeting will be held as usual at the Railway Institute at 8 pm, Thursday 15th July 1954.

ACKNOWLEDGEMENTS.

The Publications Staff wish to thank the following gentlemen for forwarding news during the past few months. Messrs. Bramall, Fawcett, Field, Hayman, Lewis, Magor, B. Miller, Morris, Myman, Perry, Weatherhaed, Winney (and several others).

1954 A.E.T.A visit to Brisbane.

By A.W. Perry.

During Easter weekend a party of Sydney members (H. Ballment, J. Burns, R. Jackson, A. Perry and N. Reed) visited Brisbane and held a tour in 535R, of a number of Brisbane lines, with some Brisbane members including Mr. F. Andrews.

Some of the Sydney visitors left Sydney on Thursday (15-4-54) night by the Brisbane Limited, others who left in the North Coast Mail sampled some unusual working when electric loco 4501 had to assist the C38 between West Ryde and Hornsby (35mph being made on the 1:40 grades).

The tour was held on the Sunday afternoon (18-4-54), Saturday afternoon being spent in car riding.

The members gathered at Ipswich Rd. Depot at 12-30pm and photographed cars attached to the Depot until 535R was ready to leave at 2-00pm.

The car first ran to Dutton Park via Cornwall St. depot working only line then to Queen St. City, working via George, Countess and Roma Sts. Red Hill was reached on the Ashgrove line, the car then proceeded to Paddington via another depot working only line. From here the car travelled to the Exhibition loop via Gregory Terrace & St Pauls Terrace. After returning to the City via Brunswick St., Barry Pde. and Adelaide St., the tram travelled via Wharf and Queen Sts. to Ascot (Doomben and Oriel Park).

Next Cavendish Rd. was visited, this route is to be abandoned and although the road surface is in bad condition the track rides well. The last terminus visited was Salisbury, with its non-concreted reserved track. Here a passenger car was shunted to allow 535 to go ahead of it, the depot being reached at 5-00pm.

Only twice did 535R have to run behind a service car, this is a fine tribute to the B.C.C. timetables staff, as some lines visited have a 7/8 minute headway on Sundays.

Again the Sydney visitors are indebted to the crew, the B.C.C. and Mr. F. Andrews for such an enjoyable outing.

FOR SALE.

Large quantity Hornby-Dublo track, including 14 points, half list price or offer, whole or part, Owner going two-rail.

Write K. Fawcett, flat 3, block 1, Morehead St. REDFERN N.S.W.

FOR SALE.

Hornby 00 rolling stock – never been used – reasonable price – sell whole or individually – apply B. Craig, 63 Second St. ASHBURY N.S.W. UA1372.

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 the magazine should be sent to the Hon. Ed. K. McCarthy, 2 Loftus Ave. LOFTUS via Sutherland N.S.W.

HOBART NEWS.

On the 10th & 11th May negotiations took place which may mark the end of tramway services on the "Apple Isle".

The proposal now being considered by the State is that a Trust be set up, similar to that in Adelaide to take over the Hobart Council's Transport Commission's (buses only) and probably the Launceston transport services. A Conference on the changeover decided to reduce the Hobart Council's fares at once, any losses resulting from this, to be underwritten by the Government until the necessary legislation for forming a Trust is either passed or rejected.

Although the fares at Hobart were 54.5% higher than those on the Mainland, the trams and buses were showing a small profit but were fast losing passengers.

The old scale of fares were:-

Adults. Weekdays:- 1st section – 6d., 2nd section – 9d., 2d. per additional section.
Weekends:- (& holidays) 1st section – 9d., 3d. per additional section.
Maximum ride 6 sections:- 2/-.

Children. All times;- 1st section – 2d., 1d. per additional section.

The new scales introduced on Wednesday May 12th are:-

Adults. Weekdays:- 1st section 5d., 2d. per additional section.
Weekends:- (& holidays) 1st section – 6d., 3d per additional section.
Children. All times:- 1st section & 2nd section – 2d., 1d. per additional section.

During the first day of this new fare reduction 1,306 more passengers travelled but because of the decrease, fares were £252 lower than the previous day. If the Council continues to operate its trams and trolley buses, it will soon have to meet an expenditure of £20,000 for increased electricity charges and £20,000 for track renewals. The Council operates 42 modern bogie tramcars, and considering all its stock is standard and the power is obtained from hydro-electric stations it is one of the most up to date tram systems in Australia.

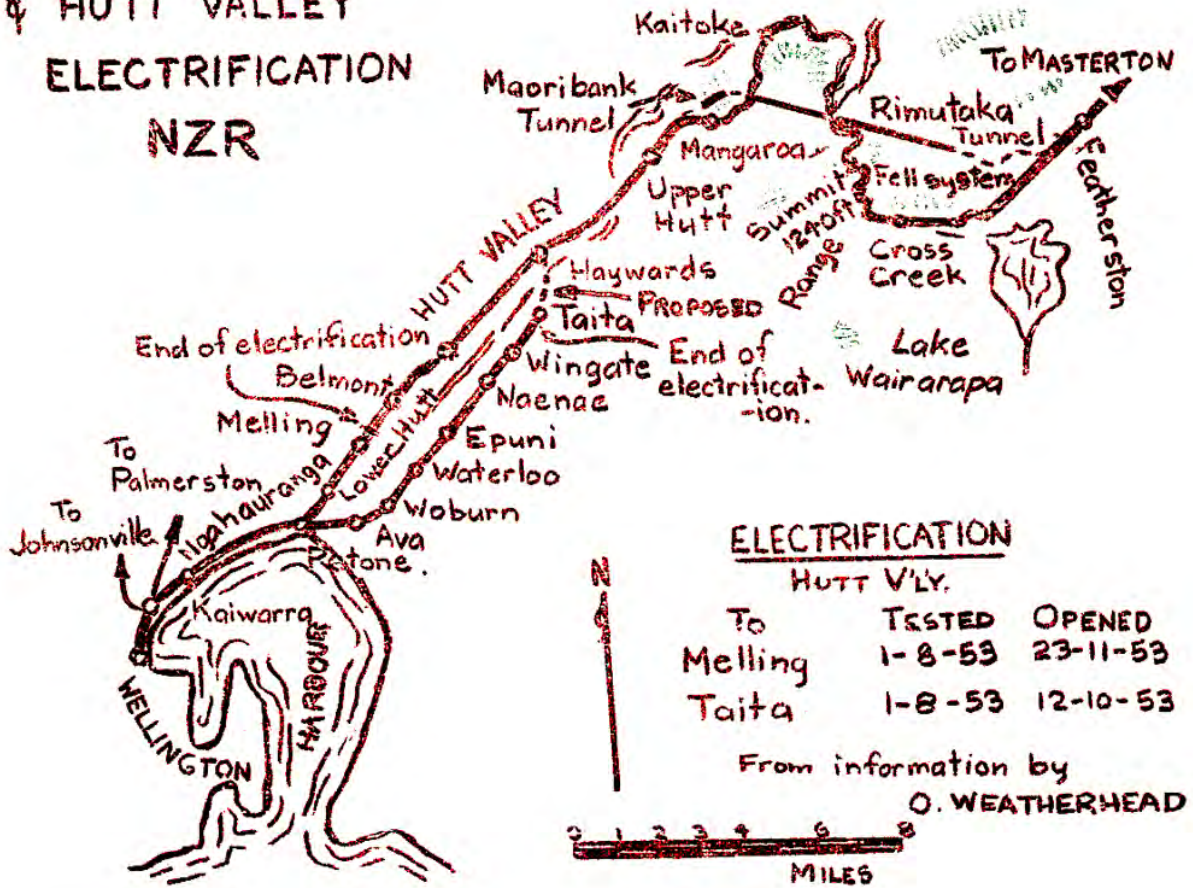
The high fares of the past have been caused by two factors. One is that the Government vehicles have had unlimited competition over the Council's routes and the other is that unlike the tramways on the Mainland the H.M.T. receives no subsidy, this caused a worker travelling 5 days a week to pay 9/2d for a three section run (approx.. 2½-3 miles) (this being the price for a weekly journey over 8-9 miles in Sydney).

LAUNCESTON NEWS.

Trolley buses are now running on the former Mowbray Heights & Racecourse, Newstead, Carr Villa tram lines while diesels are working Basin Rd., Talbot Rd., and Trevallyn. No regular services is run on the former Kings Wharf line. Of the diesel routes Talbot Rd. is to go to Trolley Buses.

Much trackwork remains but intersections have been tarred over.
See TW Vol. 1 No. 5, page 2, June 1952 for Launceston Tramway map.

RIMUTAKA TUNNEL
& HUTT VALLEY
ELECTRIFICATION
NZR



ELECTRIFICATION

HUTT V'LY.

To	TESTED	OPENED
Melling	1-8-53	23-11-53
Taita	1-8-53	12-10-53

From information by
O. WEATHERHEAD



NEWCASTLE NEWS. -----

By K. Magor.

Electrification of the Northern line. The electrification of the railway between Hornsby and Newcastle, 83 miles, (and the Fassifern-Toronto line) is now a live point in the "Coal City". The State Government gave a first priority to the Electrification of the line between Parramatta & Lithgow-Wallerawang, 92 miles, but now that this work is under way, and because supplies and materials are now available, the Newcastle City Council has approached the Minister for Transport to have tenders called, specifications made, and some funds provided in the budget for the work.

The local press has urged that such an electrification scheme should be continued through to Maitland (a further 20 miles) and the adjacent coal fields. We have no doubt that should this long awaited scheme be carried out, electricians would be running to Belmont and Wallsend, this being a live point in Newcastle Town Planning Circles for many years.

Removal of tram tracks. The removal of city tracks in Scott St. and between Adamstown Junction and Adamstown, Moira Rd. reservation & Waratah, will cost £54,030 this year. Of this the Dept of Government Transport will pay £51,630 and the Newcastle Council £2,400. The Glebe & Merewether Beach tracks will remain in position until next year. (See Comment below.)

Wallsend Tramway Bridge. The people of Wallsend are at present striving to have the tramway bridge at the terminus which has been out of use since early 1948, retained and made a public thoroughfare. The local member, Mr. Booth M.L.A. was presented with a large petition and will contact the Minister for Transport and the Minister for Works for the retention of the bridge and funds for repair.

TRACK REMOVAL IN NEWCASTLE HAS COST THE TAXPAYER £216,000.

This year approximately a quarter of the electric tramway trackage in Newcastle will be removed for the sum of £54,030, by simple arithmetic this means between 1948 and until all lines are removed by the Transport Department and the Council approx. £216,000 will have been spent and NOT ONE PENNY WILL BE RETURNED FROM THIS EXPENDITURE.

For this sum, 32 R1 type tramcars could have been purchased and handled the non-peak services on the little worn Glebe, Merewether, Waratah & Adamstown routes, all of which showed payable loading. While 30 L/P cars (or Sydney "O" cars) could have helped out in the peaks. We must also bear in mind that £216,000 is not all which has been lost from the conversion. Each year since 1950, the buses have been showing greater losses, and much plant and equipment written off with only, at the most, 27 years old which is relatively new compared with other government undertakings.

WELLINGTON N.Z. News.

At 10-29am on 20 the April last, the breakthrough of the new 28,864 ft Rimutaka Tunnel was blasted with only ½" error. This tunnel is to replace the famed Rimutaka Incline of 1:14/16 grades where Fell engines assist trains over the Rimutaka Range between Upper Hutt (Mangaroa) and Featherston.

This single line cement lined tunnel was commenced on 13th August 1951 on the Wellington end and the final blast occurred 2 years, 8 months, 1 week later 2½ miles from the Wellington end. The tunnel is the 11th longest in the World and the longest in the Southern Hemisphere. Traffic should be operating through it later this year.

The speed limit will be 55mph through the tunnel and trains will be worked for the time being by diesels, present indications suggest that the Upper Hutt electrification will be extended through the tunnel. Immediate plans are that the single line between Melling and Haywards (see map this issue) will be abandoned and an extension will be made from the electric railhead at Taita to Haywards and electrification be continued to Upper Hutt and the Wellington end of the tunnel.

CIRCLE PLAN FOR WELLINGTON TRANSPORT. As reported in the January issue of TW, Wellington Council plans to replace all trams with buses and Trolley buses within six years, this plan will be carried out in 3 stages.

1. Stage one will come into being within the next few months. The existing Trolley bus routes will be linked up to form a circle through the City, and it appears that some trolleybuses will travel around this circuit anti-clockwise and all other trams and buses will feed into it. A fare of 3d. will be charged.
2. This stage will entail the purchase of 25 diesel buses and more trolley buses, also the erection of additional overhead in the City.
3. This is the final stage, all trams will disappear and trolley buses will feed into the anti-clockwork circuit at Courtney Place and Bowen St. Passing loops will be constructed so that the trolley buses can pass on their one-way journey.

FARES REDUCED. The mid-city section was reduced from 4d. to 3d. on 3rd February 1954 but increases of from 20-70% were made outside of this area. Adult fares are now 3d. per section, maximum 1/-, and children 1d per section, maximum 3d. Concession tickets on the Kelburn cable cars were increased from 1/6 to 1/9 on the down journey. These rises mean that for a five section run adult fares have risen from 8d. to 1/-, adult 10 ride concessions from 6/- to 9/-. Weekly concessions for 10 rides have been introduced, 2 sections 3/4, three 5/-, four and five 6/8.

LOSSES. Before this rise the Transport Dept. had been showing a loss of £3,000 per week, the loss for the year ending 31-3-54 was approx. £160,000.

MANAGEMENT. From April 1st, the Transport and electricity depts. have been made separate bodies, but they are both still under the same general manager.

SYDNEY NEWS.NEW TRACK IN USE. (See TW Vol 3, No. 4, p.1, April 1954.)

The new down road of the new relocated track at Circular Quay between Pitt and George Streets came into use on Thursday 20th May 1954, and the overhead and junction of the old down road were removed immediately.

The following week work was carried out on preparing the junctions and stringing up the overhead for the new up road and this new road came into use on Wednesday 2nd June. This gives the George St. cars a practically straight run from Phillip to George Streets across the Quay. Since 1939 the George Street line cars have been negotiating the Quay over different routes, but after 15 years its wanderings have come to an end. A new type of signal has been erected at the George St. Junction.

ABBOTSFORD ABANDONMENT.

The first section of the line to be abandoned in the current tram scrapping orgy is the line between Fivedock and Abbotsford point. Buses will run direct to the City in the peak periods but in the slack hours passengers will have to change at Fivedock, AND PAY 2D. EXTRA FOR THE WHOLE JOURNEY as the fare scale of all runs of 7 sections and over are 1/-, does not apply to buses. Unless the bus minded Drummoyne Council has its way the Fivedock line will last for some years on present indications. The changeover will take place on the 3rd/4th. July, the conversion was to have taken place on 8th. May, so the Department is already 2 months behind in its tram scrapping programme.

FUTURE ABANDONMENTS.

We have to hand the closing dates of lines for the next five years but on present indications this plan or "New Order" will take ten years to put into operation. The abandonments for this year are Darling St. Wharf – Canterbury, Dulwich Hill – Cook's River, Quay – Birchgrove, Rowntree St. – Balmain, and the Neutral Bay, Mosman & Cremorne ferry feeders. It appears that Birchgrove is to have no transport at all and after conversions take place, land and ferry services will not be co-ordinated.

1 MAN BUSES ON TRAM ROUTES.

Following the conversion of the Alexandria tram service to bus operation on Saturday afternoons and Sundays on 2nd May, similar conversions have taken place on the Daceyville, Rosebery and West Kensington tram routes. The Daceyville and Rosebery routes have been combined to form one bus route, while from May 22nd the Alexandria and Erskineville, route 300, have been combined on weekends.

RUN NUMBERS.

Run number plates as used by Waverley cars on the Watsons bay line, are now undergoing trial on North Sydney trams and buses. This experiment began on May 31st. (It appears that now there are no trams in Newcastle to experiment on, North Sydney is now to suffer all these new features.)

MATRAVILLE LINE. Most of the overhead, and much of the track has been removed on this line abandoned two years ago.

WE REGRET that much news, including Byron Bay and Port Kembla has had to be held over until next month.