

Issued to all Financial New South Wales Members.

# *The* Trolley Wire

N.S.W. BRANCH BULLETIN --- AUST. ELECTRIC TRACTION ASSOCIATION.

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## **END OF REGULAR PUBLICATION-DECEMBER**

The editor in his Annual Publishing Staff Report, read at the September meeting, stated that as he would be spending extended periods of time in the country during the next 3 years some difficulty may be experienced in bringing Trolley Wire out for each general meeting, thus destroying the main purpose of the publication in circulating the members of coming activities.

Vatious methods have been explored of continuing the magazine both by endeavouring to find another member willing to take the post of editor, or by the division of work. No member was able to offer enough time to take over the full job as editor, and while many were willing and capable of sharing the work the distance between these members homes would prevent this method working efficiently.

Thus the publishing staff was forced to recommend to Council that from December regular publication of Trolley Wire should cease. Many members were disappointed that this should be the destination of the fruits of four years labour, and they expressed the opinion that they would miss the intimate news of the system which only a magazine printed in Sydney and for local circulation only, could possibly print.

As a result Messrs. Chinn & McCarthy of the publishing staff have decided that in the future a publication called TROLLEY WIRE REVIEW should be prepared periodically on Mr. McCarthy's private machine, and this will be sponsored co-operatively by the people wishing to see Trolley Wire continued.

This review will contain the accumulated news under monthly headings, compiled since the last issue appeared, will contain news of the two tramway museum ventures in N.S.W. and historical background articles on current local tramway topics. The presentation will be somewhat similar to our recent publication "Sixty Years".

Readers interested in the magazine should contact M. N. Chinn of 123 Inelgah Rd. COMO WEST N.S.W. so that details on publication can be forwarded to you. The current A.E.T.A. list will not be carried over.

As a result of the Editor's recommendation in his annual report the new Council preparedd the following report:-

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GENTLEMEN.

The cost of printing and distributing of Trolley Wire is now absorbing approx. 25% and 20% (Respectively) of each member's subscription. The new council has conducted a lengthy discussion on the matter, and has recommended that in view of these costs Trolley Wire should not receive the branch's support after the December 1955 issue.

Trolley Wire was inaugurated in February 1952 for three main reasons:-

- a. To act as a fill up on local news and association activities in the absence or late publication of "Electric Traction".
- b. To increase General Meeting and Social Event attendances.
- c. To increase new membership.

Dealing with item b. over the 2½-3 years there has been a loss in membership and a falling off of attendance in meetings. Hence the situation has not improved since its publication.

Re item a. the Council feel that although "Electric Traction" has not achieved "on time" publication yet, this would not justify the continued publication of Trolley Wire. The council therefore feels that the answer does not lie in continuing a local news-sheet but in supporting a national one.

We could still continue with "Trolley Wire" publication, but it would mean a branch subscription of at least £1, (plus the cost of subscribing to Electric Traction).

All round the Council believes that the answer lies in the implementation of the joint A.E.T.A. / ELECTRIC TRACTION subscription (suggested cost 25/-), also members should get into the act and renew their subscriptions on time with a joint subscription, and just as important, they should pass on news and articles for "Electric Traction".

Remember, members "It rests in your hands", should you have any ideas or constructive criticisms on this or any other Association problems contact the Secretary or bring it up at the General or Council meetings.

Sincerely yours,  
R.L. Young (signed)  
State President.

TRAMWAY NEWS.FORT MACQUARIE DEPOT CLOSURES.

On Saturday 22nd October 1955 Fort Macquarie Depot closes as a staffed depot, however tramway staff will continue to use the meal rooms and many cars are still being stored in the depot grounds during the day. The cars and staff were transferred to Rozelle and Dowling Street Depots. Dowling St. is operating the Quay-Railway and Quay-Rosebery services which were handled by Fort Macquarie, Rozelle is running the remainder.

The method of transfer of the cars between the depots was interesting. All transfers took place on the 22nd & 23rd and to save manpower and time most of the "R" cars were shifted in two car sets, with a brakesman working the brakes of the trailing car.

The A.E.T.A. conducted a short tour out of Fort Macquarie on Sunday 23rd October in "R" 1927, Glebe Point & Rosebery were visited, with the car finally taking up its new residence in Dowling St. Depot.

BREAKDOWN CARS.

The familiar "C" class cars which have stood outside all N.S.W.G.T. electric depots (except Rockdale) for many years as emergency breakdown cars are fast disappearing. To date 3 converted "O" cars (nos. 140s-142s) have replaced the four wheel vehicle and when plans are completed only one "C" class car will remain. This will be 57s (now at North Sydney), this car will be attached to Rushcutters Bay Depot.

ACCELERATED SERVICE.

On Monday 24th October the West Kensington-Quay service was increased from a 20 minute to a 15 minute headway with all corridor cars during the weekdays. These days footboard cars are a rare sight in George St. during the non peak periods, while in other streets, Pitt has an infrequent one or two footboard cars, and Elizabeth St. has 50% corridor cars. This practice has at long last caused Sydney-siders to visualise a tramcar as a corridor vehicle rather than the footboard cars, which still form the bulk of the roster.

FURTHER CLOSURES.

1. Mosman-Cremorne Junction:- This half hour frequency service will be converted to one-man bus operation during December – depending on the outcome of the dispute centred on these vehicles.
2. Darling St. Wharf-Rowntree St. Junction:- The Balmain counterweight section Nicholson St.-Wharf closed on Saturday night 5th November (see article this issue). When the turning circle at the wharf is completed the trams will terminate at Rowntree St, Junction on a newly laid terminus on the Birchgrove line, 150yds beyond the junction. This should take place during December.

News (Continued).

### RELAYING.

Relaying is in progress in Botany Rd. Waterloo and Anzac Pde. Kensington. Several other sections and junctions have been marked out for relaying, while the relocation work in New South Head Rd. (Bayswater Rd.) Rushcutters Bay is progressing favourable. A large quantity of rails and sleepers (new) were delivered to Wolli Creek per-way yards recently.

### TRACK LIFTING.

Tracklifting is proceeding on the abandoned lines:- in Burwood Rd, Concord, from Parramatta Rd towards Mortlake and Cabarita; in Miller St. Pyrmont. Track lifting has been completed in Commercial Rd Glebe Island between Glebe Is. Bridge and White Bay, and during the first week of October the final piece of track lifting in Harris St. was completed at Ultimo Depot Junction.

### PR1 CARS.

On the evening of 13-9-1955 we witnessed PR1 1562 and P 1687 proceeding in a coupled set from Randwick Workshops to Dowling St. Depot. The "P" car was returning from repairs and the "PR1" was returning from an external repaint job. As we had been led to believe that the "PR1" cars were officially withdrawn from service, we carried out further investigations and find that the storage is only a depot agreement amongst the men; this while Eastern suburbs residents are suffering the footboard cars in non-peak periods, four corridor cars of the PR1 class, in good order, are standing in the depot.

### 25s.

The former Rozelle breakdown car 25S, an ex Brill, single truck, open toastrack, tip over seats, steam trail car is at Randwick to be scrapped.

### BUS STRIKE.

A bus strike in Randwick Depot during the first week of November forced the Department to improve the frequency on some Eastern Suburbs tram routes.

### QUAY RAILWAY.

According to official announcements the first trial electric train will cross the new Quay loop line on 3rd December and regular service will commence on 2nd January 1956. The workings of several suburban lines will be affected by this new extension.

### SHORTAGE OF ELECTRIC TRAINS.

Owing to the extension during this year of the electric services from Blacktown to Penrith and the slow rate of delivery of new stock, the Dept. is short of 14 trains (8 car, standbys included) on their peak hour requirements. As a result 7 and 6 car sets (3 motor cars in each) have been sighted recently on many lines.

### NEW PARCEL VANS.

Last month a new parcel van C3905 (ex Bradfield car) entered service, during the year an additional driving parcel van trailer, D4001 entered service – Parcel stock now stands at 5 motors and 2 trailers.

EXIT BALMAIN "DUMMY".

On Saturday night, 5th November 1955 another unique feature of Sydney's tramway system (which is perhaps unique in itself!) was discontinued after 52 years. That was the counterweight system which assisted trams up and down the 1:9 grade in Darling Street Balmain between Darling St Wharf terminus and Nicholson Street.

The direct distance between Balmain and Sydney is approx. 1 mile however the journey by land is from 4 to 5 miles so the patronage of ferries which can traverse the more direct route has always been fairly good. However to reach Balmain from these ferry wharves steep hills have to be climbed.

The principal wharf at the foot of a 1:9 grade at Darling St. presented obvious drawbacks, so as early as the 1880's Balmain Council was interested in constructing a cable tramway from this wharf to Weston St. (now Victoria Rd.) Rozelle, however this scheme did not eventuate.

By 1892 the N.S.W.G.T. steam trams reached West Balmain, and three months after the electrification of the Balmain steam line the electricians had reached the top of the wharf incline (24-11-1902). As the trams had to travel over 5 miles of track to reach the City there was no chance of them taking the ferry traffic, however there were chances of increased revenue by feeding these ferries, so various plans were contemplated to reach the Darling St Wharf from the Nicholson St. terminus

One scheme suggested was a lengthy route with much property resumption which would avoid the direct 1:9 grade. The method finally adopted called for no property resumption and followed Darling St. to the Wharf entrance. The method adopted consisted of a single truck, pyramid shaped buffer trolley connected to an underground counterweight trolley by a cable running in a tunnel parallel and beside the running line. "A descending car is brought up against the buffer trolley at the top of the hill, which it pushes in front bringing up the underground counterweight trolley attached to the other end of the rope. At the end of the track a substantial buffer to prevent the car over running and carrying the weighted trolley buffer too far, the counterweight also acts as a brake on the descending car. On the return trip the car is started in the ordinary way by the motors and the counterweight assists the car in climbing the grade. The weighted trolley is checked at the top of the grade by an hydraulic ram." The gear was supplied by the Clyde Engineering Company.

(Concluded next issue).

ASSOCIATION NEWS.DECEMBER DINNER.

As has been the policy of A.E.T.A. members over the past years, a gathering will have dinner at a City restaurant before the December meeting on Thursday 15th December 1955. The party will most probably meet at 6pm and proceed to the general meeting by 8pm.

Members interested in attending this dinner party should contact the Secretary – JF1387 – or the President – XI4304 – by 7th December 1955. A deposit of 10/- will be required for each reservation, and this should cover the cost of the dinner.

OFFICE BEARERS ELECTED BY COUNCIL.

The following members were elected to council appointed positions by the new council:-

Recorder -----	Mr. K. Fawcett.	Librarian -----	Mr. L. Nyman.
P. Relations -----	Mr. R. Murray.	Repot Officer ----	Mr. B. Craig.
Photographer -----	Mr. J. Alfred.		
Publishing Staff ----	K. McCarthy (Ed.), N. Chinn.		

NEW MEETING ROOM FOR 1956.

As from January 1956 general meetings of the N.S.W. branch of the A.E.T.A. will be held at the (Teachers') FEDERATION HOUSE, 166 Phillip St. SYDNEY. The building is situated on the east side of Phillip St. just south from Martin Place. The meeting room is located on the SEVENTH FLOOR opposite the lifts.

Noise and lack of power points for projection purposes made many lectures and addresses to members a task and all the other associated difficulties present at the Railways Institute will be overcome at this new location.

Not only is the new room high above the city noises, but individual upholstered chairs are provided for 25 persons.

Attractive and interesting evening entertainment is planned during the coming year and these meetings will commence at 7-00pm.

The following programme has been set down for 1956:-

JANUARY	Mr. H. South – Tramcar construction.
FEBRUARY	Engineer from B.I.C.C. – Western electrification of the N.S.W.G.R.
MARCH	Auction
APRIL	Mr. W. Goodman – Possibilities of Trolley buses on the North Shore.

THESE MEETINGS WILL BE HELD AS USUAL ON THE THIRD THURSDAY OF EACH MONTH

