

ISSUED TO ALL FINANCIAL NEW SOUTH WALES MEMBERS.

The TROLLEY WIRE

THE OFFICIAL ORGAN OF THE N.S.W. BRANCH OF THE A. E. T. A.

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ASSOCIATION NEWS -----

The next meeting WILL BE HELD in the Railway's Institute, Devonshire St. on Thursday 18 th february 1954. Members should arrive before 8 p.m. as Mr. Goodman, (who gave a lecture last April on the dynamic car,) will again be along to give another interesting lecture on a transport topic.

TOURS:- In preparation is a tour to be held on the South side, most probably in a car decorated for the Royal Visit, during march. All members are invited to submit TIMETABLES for this tour to the P.R.O. Mr. N. Chinn, 17 Delves St, MORTDALE N.S.W. The route should include La Perouse, Clovelly, and Bronte while the whole tour with afternoon te break should occupy 3½ - 4 hours.

MUSEUM NEWS -----

A party of members worked all day (in the sweltering heat) in Newtown depot. On this Association's tramcars, on 20th December last. Further work was carried out on 393 F and even though much time has been spent, to date, on this car much hard work awaits the working parties before this car is complete.

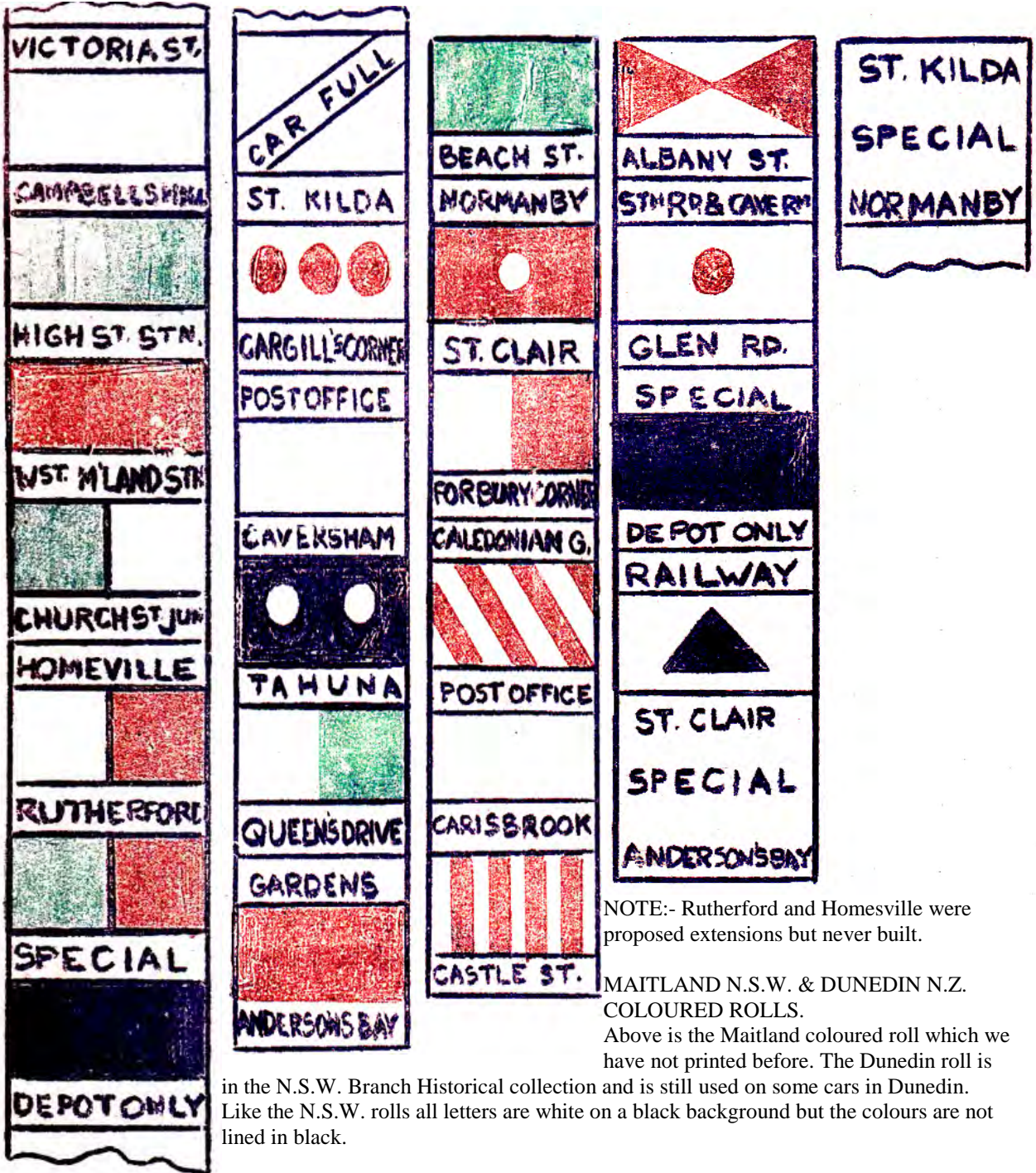
Since the last issue two outstanding pieces have been added to the museum collection.

1. The Association's Dunedin coloured roll has been received from the care of Mr. C.R.G. Field. (See page 2 this issue.)
2. The electric head lamp off 28A was received from the Department.

ABOUT THIS ISSUE.

We wish to apologise for holding back the concluding parts of both Mr. Brammesl.s & Mr. Johnson's articles , but owing to tolarge amount of news in the recnet months we have been unable to draw up any concrete plan for each issue.

This issue is limited to 5 pages as the Festive Season, and holiday periods do not agree with Publishing Staff.

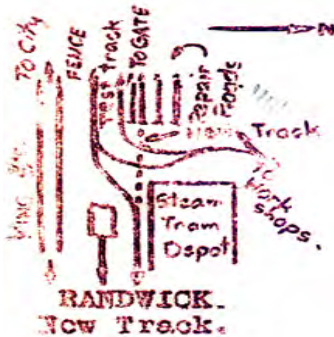


NOTE:- Rutherford and Homesville were proposed extensions but never built.

MAITLAND N.S.W. & DUNEDIN N.Z. COLOURED ROLLS.

Above is the Maitland coloured roll which we have not printed before. The Dunedin roll is

in the N.S.W. Branch Historical collection and is still used on some cars in Dunedin. Like the N.S.W. rolls all letters are white on a black background but the colours are not lined in black.



SYDNEY NEWS -----

NEW TRACK AT RANDWICK. In order to cut shunting operations needed to move cars around the workshops a new track (as shown) is being laid between the eastern end of the testing road and the repair roads. This extension which is on the south side of the old steam tram depot building, will require the construction of a turnout and two crossings.

The following O/P cars were observed in Randwick for scrapping last month:- 855, 935, 943, 961, 1241, 1372. This leaves 5 O/P cars in service. 1372 was one of the more recent war-time conversions.

All stored cars in Newtown Depot were in service during the recent Xmas shopping rush. It has been noted that all stored O cars, even the higher numbered cars have been fitted with number 2 trucks while all regular O cars have number 4 trucks.

THE ROYAL TOUR. The Department is to make a major contribution in the form of decorations to the Royal Tour Celebrations. 3 trams and 4 buses are to be decorated. Fort Macquarie Depot is to be outlined in lights. The Department's Head Office is to be illuminated with flood-lighting. Tram and Bus guide maps are to be issued for tourists.

The 3 decorated trams are to operate in the Eastern, Western/Southern, and Northern districts. The North Shore car will be unable to enter the Wynyard tunnel as there is insufficient head room for the large crown which is to be placed on the car's roof. At present the two south side cars are in Randwick Undergoing experimental painting in order to arrive at the most satisfactory scheme. A red-white-blue scheme was tried earlier but was unsatisfactory. During December the following schemes were being tried and each half of each car was painted in different colours.

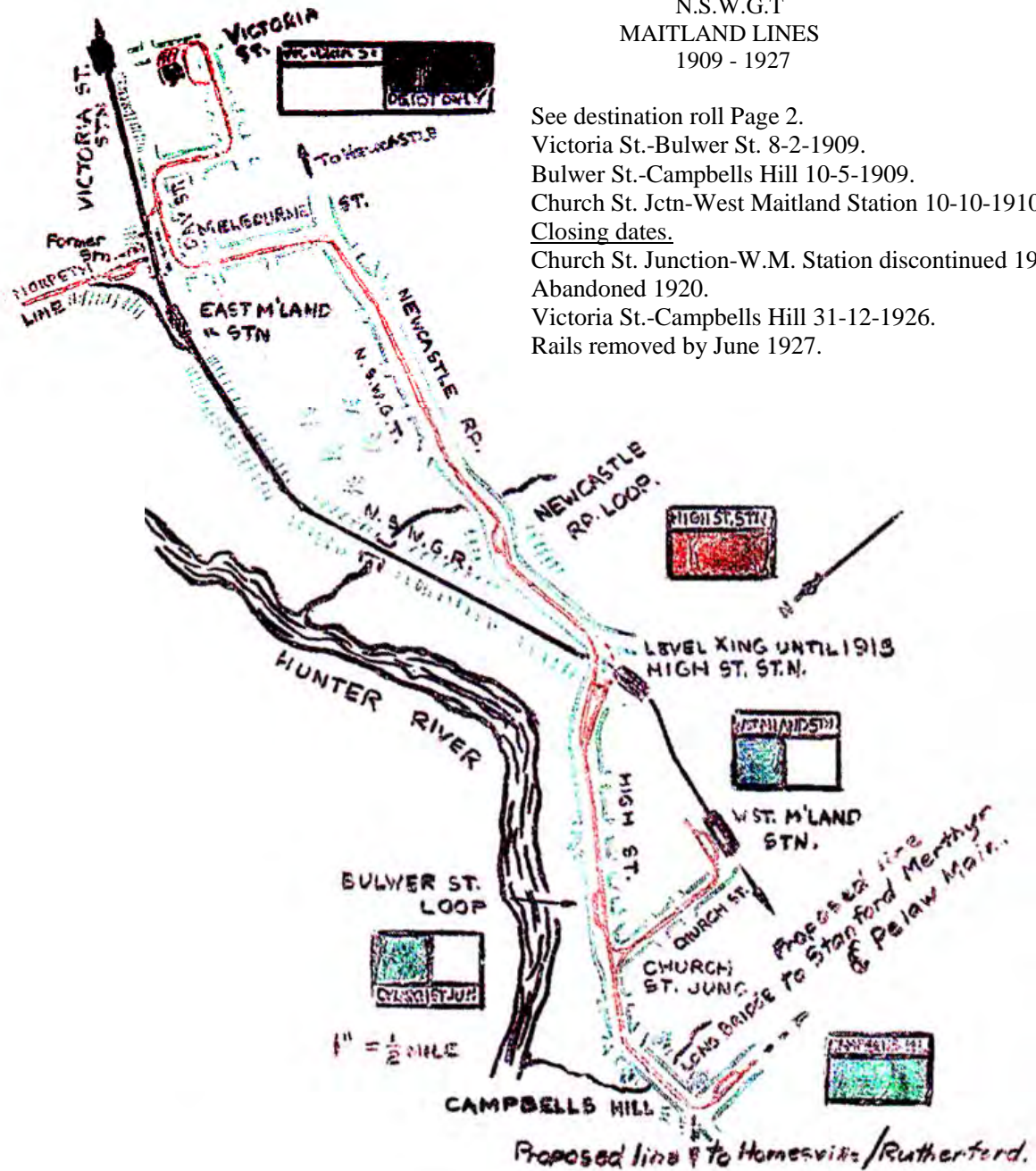
- R1 1992 – a. White with blue lining.
- b. Old Ivory with blue lining.
- R1 2019 – c. Red and Yellow with gold lining and underframe.
- d. Red and White,

We feel that whichever of the above is selected, it should prove satisfactory to transport enthusiasts and public alike.

THOSE L/P's AGAIN. Contrary to last month's reports we believe that there are still two L/P cars in a City Depot and these are to go to Bellbird Colliery in the Cessnock district as miner's trams. Although this was announced some time ago it is only recently that reports have verified this delivery.

N.S.W.G.T
 MAITLAND LINES
 1909 - 1927

See destination roll Page 2.
 Victoria St.-Bulwer St. 8-2-1909.
 Bulwer St.-Campbells Hill 10-5-1909.
 Church St. Jctn-West Maitland Station 10-10-1910.
Closing dates.
 Church St. Junction-W.M. Station discontinued 1917.
 Abandoned 1920.
 Victoria St.-Campbells Hill 31-12-1926.
 Rails removed by June 1927.



WELLINGTON N.Z. NEWS.

From N.S.W. Member Mr. G. Weatherhead

TRAMWAYS. Early last month the Chairman of Transport, Traffic and Electricity (Councillor S. Hardy) said that all trams in Wellington would be removed within 6 years and replace by trolley buses in the inner districts and diesel buses in the outer areas. The whole scheme is expected to cost £1.5 million (sterling),

This includes 25 diesel buses @ £200,000 i.e. £8,000 sterling per bus.

Although the trams are to be scrapped they are kept in good order (and could show our R1 cars a thing or two). Indeed the latest car was placed in service late in 1952, this car, No. 260 was constructed in the Council's workshops and, unfortunately it to be the last car built.

The gauge of the system is 4' and there are approx. 180 cars in service (including 3 open top double deck cars), and some 30 are the newer saloon type with end loading. These cars have tip over leather seats, air operated doors and are fitted with maximum traction trucks. Because of the restricted loading gauge the cars have been fitted with 2/1 seating like the H.M.T. cars.

Swivel trolley wheels are fitted to most cars but these are gradually being replaced with swivel skates (with carbon inserts). The disadvantage of overhead frogs, causing the conductor to make a trek to the side of the road at each junction is overcome by the use of overhead automatic point frogs which work in conjunction with the automatic power-on power-off, point motors which are universal on the system.

Railways. An Ab class loco has been painted and polished to haul the Royal Train in Wellington & Wairarapa. The Queen and the Duke travelled by rail on January 15th by this train from Wellington to Masterton.

On 12-20-53 and 23-11-53 two new electric train services were opened into the Hutt Valley (along former steam lines). The railway expects to take away much of the traffic handled by more than 30 bus routes in the district. The new services are being run by multiple unit stock which run up to speeds of 45 m.p.h. Although they ride comfortably, bad track tends to spoil their good performances.

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 Ken McCarthy, 2 Loftus Avenue, Sutherland N.S.W.

Any information required about Association matters will be given by the Branch Secretary, Barry Craig, 6e Second Street, Ashbury N.S.W. UA 1372