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members

The Trolley Wire

A.L.T.A SYDNEY BRANCH *Bulletin*
K.M.C.

Vol. 1. No. 6.

July 1952

Flashbacks

THROUGH WOKING ORDERS.... 1908 – 1912

Abbotsford, (b) On Monday and Thursday nights, Drivers must keep a special look-out for mobs of sheep and cattle.

Botany, (d) In bad weather a sharp look-out must be kept for Sand-drifts.

Bondi Beach Terminus (a) Passengers to alight at Hall-street and not to occupy seats when cars are standing on curve in a position over-looking dressing enclosure on the beach.

Castle Hill. (e) Motors will be turned weekly. Drivers must exercise great care to balance and secure motors properly before turning.

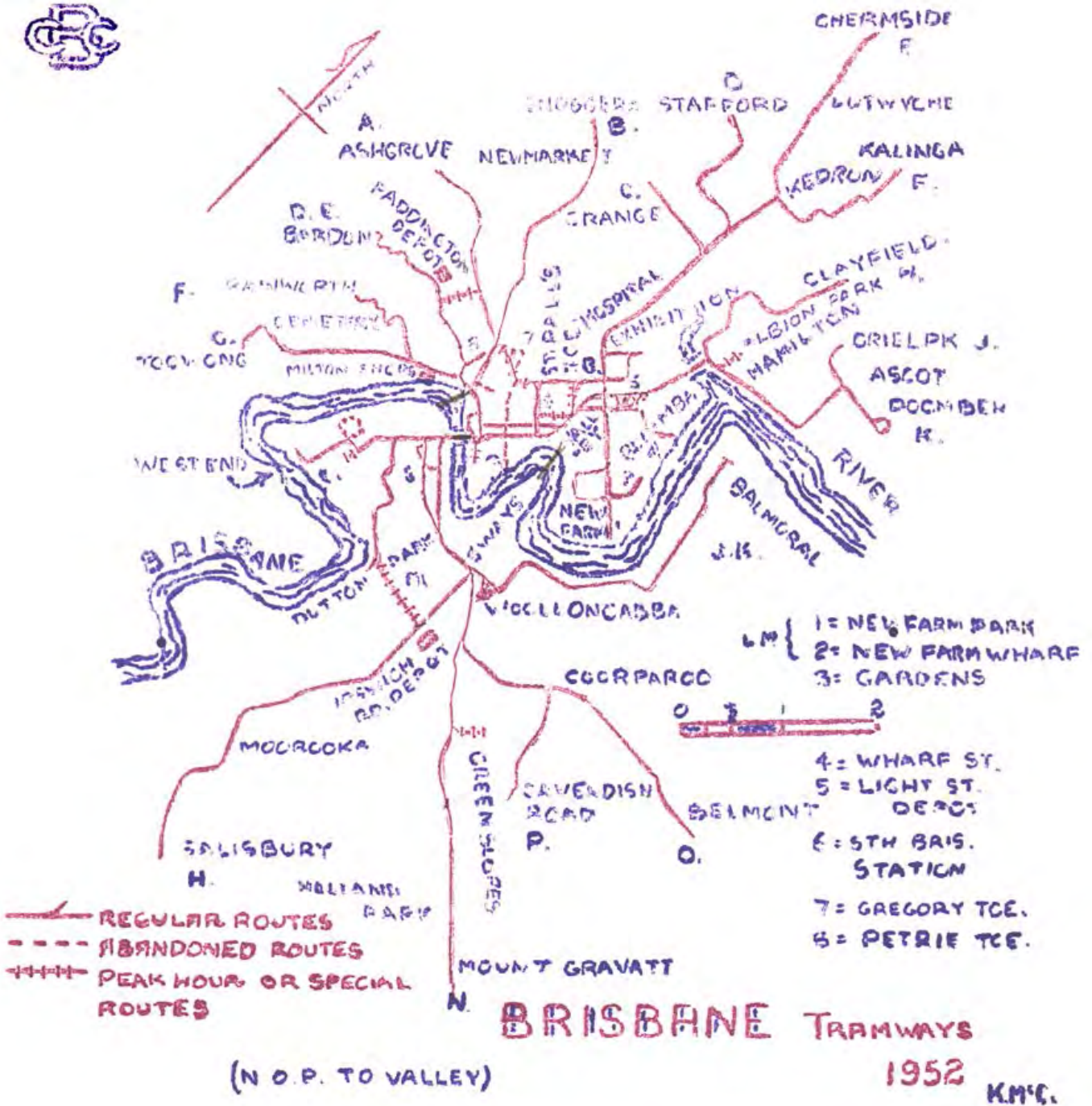
Newcastle. Warning Whistles (e) to be sounded before entering curve at corner of Mitchell Rd. and Ridge St. Merewether Beach Line, approaching warning boards near Brush Creek Junction, or between Young Wallsend and Estellville, Brown St., West Wallsend on up journey, and before rounding curve leading to or from Nelson St., Plattsburg, and approaching Adamstown Road. And more next month.

ATTENTION ALL MEMBERS.

A TROLLEY BUS TOUR is to be held on Saturday August 2nd 1952.

Commencing at Kogarah a tour will be held in the latest re-built trolley bus covering all the system. Further information available from the Secretary, Box 2266 G.P.O. Sydney. ALL TICKETS are to be sold in advance. NO seats will be kept for speck. Obtain your seat NOW.

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"Electric Traction Magazine"

Yes we know you have heard of it BUT do you subscribe to it? If you read this Bulletin (we hope you do) and find it of interest then "Electric Traction" is a must. The official Journal of the A.E.T.A. contains a wealth of information on electric railway, tramway and trolley bus operation as well as keeping readers informed on events both here and abroad. "E.T." should be bought and read by every member of our Association Remember the more subs., the better the mag. Subscribe now to Traction Publication, 29 Seymour Grove, Brighton Beach S5, Victoria. Price 11/6d to A.E.T.A. members.

Results of	(a) Guessing Competition	£ 6
	(b) Auction Sale	£10
		Total...£16

Winner of comp. Mr. Weatherhead, 2nd Mr. Young, 3rd Mr. Jackson

Commencing this issue a list of Cities and towns throughout the world who operate tramways and trolleybus routes, either or both.

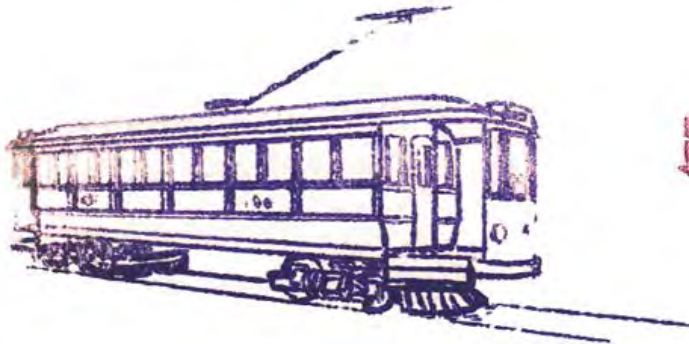
ABERDEEN, Scotland. 20 new trams delivered in 1949-50. Building a new tram depot at Queens Cross. Transport Department reports deficit for 1950-51 of £63,005 on buses and £586 on trams.

AMSTERDAM, Holland. Extension and a new line being constructed. 110 new cars on order, will be completed soon. A three year reconstruction plan is nearing completion, all rolling stock and lines are to receive attention.

ALLANTOWN, U.S.A. A small system having 8 lines and operating 100 trams.

ALTOONA, U.S.A. Operates 45 trams over 3 lines in the city.

ARLES, France. A small system with an interurban light railway link to the Nantes system.



BRISBANE NEWS

Dreadnought No. 170 was scrapped two days after Sydney members returned from Brisbane after the attempt to form a branch.

Information just discovered from official files and photographs proved beyond any reasonable doubt that Randwick Workshops (SYDNEY) built the two prototype Brisbane drop-centre cars. The cars were 196-7 (with diamond frame trucks and chassis were similar to "R" class in Sydney). The section built in Sydney consisted of chassis, side panels, end saloons, anti-climbers, etc. and bogies. These two cars were then delivered to the contractors believed to be the Meadowbank Manufacturing Co. The first car was completed (as above) on August 15th 1924. These must have then been transported on flat trucks to Brisbane.

SYDNEY NEWS.

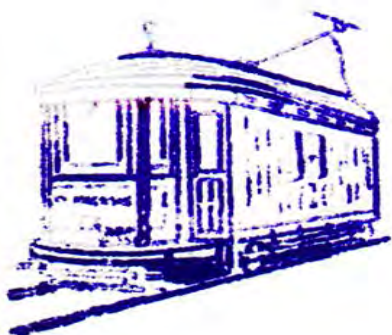
Owing to heavy Sydney News we are forced to curtail Brisbane news this month.

NEW ADDITIONS IN SYDNEY.

The following are the allocations of stock recently arrived from Commonwealth Engineering Co. 2027, 2028. N. 2029. M. 2030, 2031. U. 2032 to 2037. T. 0. Of these 2036, 2037 have not yet been delivered. 2029 is being fitted with the dynamic brake equipment but will not be in service for approx. a month after which it is believed the "E" and "K" class will completely disappear from the system. The change from placing the dynamic equipment on 2042 to 2029 is not known, but diagrams have been sent to C.E.Co for this car.

139 S will soon be placed in service, having had its coat of paint two weeks ago. The remaining S and D class cars may soon have side panels and the same as 138 S.

NEW TRUCKS, On July 4th, 8 No.13 (R1) type trucks arrived at Randwick without wheels, gears or motors. The normal procedure is for new trucks to go directly to C.E.Co. This departure is apparently for the installation of the English Electric Resilient



SYDNEY NEWS

London's tramway system ceased operating on Sat. 5th July 1952. This means that Sydney is now the largest city in the British Empire to operate trams.

Continued from page 4:

equipment which was recently delivered. The bogies are for cars Nos 2042 to 2045.

TROLLEY BUSES. Nos 15, 21 are now at Randwick getting a face lift, No 15 being near completion and No 21 being stripped. Th4 Society will have a rebuilt Trolley Bus for its tour in August.

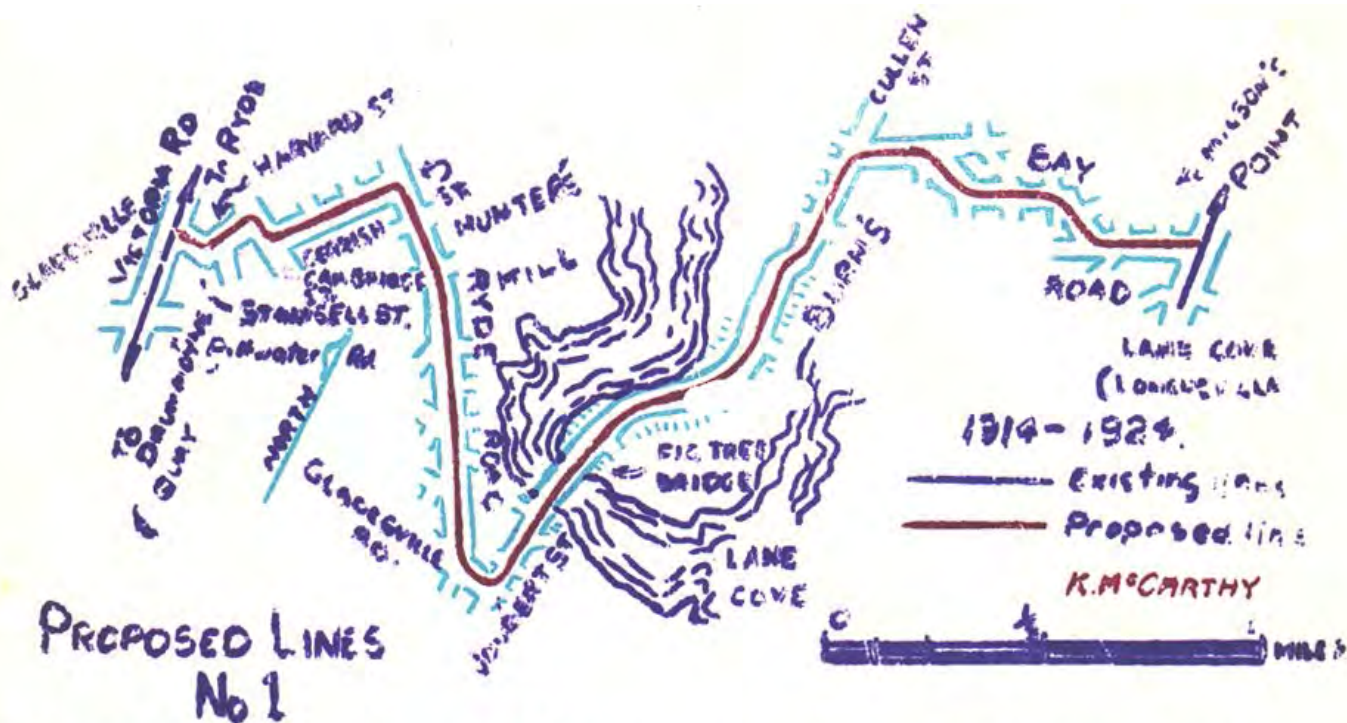
NEW TRACK WORK. Track is to be relaid in Cleveland St. (Chalmers and Elizabeth St.) Quay St. and also in Oxford St. (Crown St. Junc.) just completed Clovelly to Randwick Shops Junc. Last span of the Dive bridge renewed and Flinders St. (Oxford to Boundary Sts.)

113 "W" This car recently arrived at Randwick from Wolli (July 5) to undergo an "A" overhaul. The car in complete working order will be sold to B.H.P. and it is reported that it will be used at Broken Hill (The B.H.P. has no 600 D.C. overhead in Broken Hill or Newcastle, but some exists in Port Kembla near the wharves.) The car will definitely be sold in working order so where is it to go???

All the derelict stock at Wolli Creek was scrapped as of July 5th. Stock in Rosebery sand sidings is due to be scrapped July 19th or 26th.

2005 was badly damaged in a crash with a truck after leaving Randwick having had minor repairs, will not have to have its chassis straightened.

TRANSFERS. 803, 804, 805, 810, 811, 814, 816, 836, 844, 846, 883, 893, 953, 961, 1057, 1086, 1087, 1097, 1098, 1100, 1110, 1133, 1147, 1151, 1188, 1189, 1190, 1191, 1192, 1241. D. to N. 1081, 1088, 1047, 1342, 1540, 1549, 1656, 1685. N. to D. 1777. N. to T. 1766. T. to N.



GLADESVILLE - LANE COVE PROPOSED TRAMWAY 1914 - 1924

In 1914 a committee investigated the possibility of connecting a tramway from Lane Cove to Fig Tree but this proposal was rejected with a recommendation that consideration be given to the question of linking the Lane Cove tramway with the Ryde tramway.

This latter route, as shown in the above map was submitted in 1915 and again in 1920 but after investigations it was considered that because of the sparsely populated condition of the country along the route the traffic prospect would be unfavourable. At that time a suggestion of constructing an electric railway from St. Leonards to Eastwood was being considered so it was quite possible that the committee had this in mind when they rejected the proposed tramway route.

As the North Shore traffic was growing it was asserted that not only would the tram route save £1,667 p.a. in transference of stock to the North Shore, it would also relieve congestion in George St. City by taking people from Ryde, Gladesville, Drummoyne, Leichhardt, etc., to North Sydney without having to travel through the city. The Minister for Railways said he thought that the proposed Eastwood-St. Leonards railway would not meet the same requirements as the tramway, so he was in entire sympathy with the deputations for the tramway connection and he would submit the scheme to the Public Works Committee.

The proposal was referred to the consideration of the Committee on December 20th 1924, but the Committee arrived at the conclusion that the recommended railway from St. Leonards to Eastwood with a branch the Northern Suburbs Cemetery would traverse the route of the proposed tramway as far as the Lane Cove River and would therefore serve an area of country extending to the south of Fig Tree Bridge and so it was not expedient that the proposed tramway be constructed.

ESTIMATED COST etc.

Cost of the single line, 3 miles 71 chns., with a ruling grade of 1:15 and sharpest curve of 66ft radius.	£75,360
i.e. for electric power and feeders	£19,000
for overhead wire	£ 6,000
for rail	£10,479
for ballast	£ 7,476
for sleepers	£ 3,388
for engineering costs, etc.	£ 7,475
Estimate annual revenue	£ 7,000
Expenditure per annum	£13,320
Including interest on the cost of construction at 5½%	£ 4,145
and working expenses	£ 9,057
Leaving a difference of	-£ 9,202

The line would have had 15 sets of switches and crossings.

A friend of one of our members who is a part-time photographer has made an offer to do 8" x 6" photos of trams in natural colour at a cost to A.T.E.A. members only, of 10/- per copy. If you are interested sample copies may be seen upon request.

For samples and orders please contact Mr N. Chinn, the P.R. Secretary.

Orders are now being taken for the book on the history of the tramcars of N.S.W. The price is now 4/- per copy. Please order early and so give us an idea of how many to have printed. We have to get at least 30 more to cover the cost of production so send in your order as soon as possible.

Several members have asked if the book is for A.E.T.A. members only. No – any one who pays us 4/- may have a copy.

All Letters white on Black [except # 10]

NOTES
 No. 7. Unofficial sign as used on Ryde Line for Ultimo Depot
 1, 2, 3, 4, 5, 6. off roll in print for 1947-1950 period
 No. 8, 9. Run now terminated at Drummyne.

1	RAILWAY SQ.	LEICHHARDT TOWNHALL	RYDE	SWANSON HILL	CLEBE ST.	ELIZABETH AND CIRCULAR
2	VIA CLEVELAND ST	ROWNTREE STREET	ABBOTSFORD	MARRICKVILLE	PYRMONT	VIA PYRMONT
3	LEICHHARDT DEPOT.	DARLING ST. W.	FIVE DOCK	ENMORE		CRICKET GR.
4	NICHOLSON STREET	ROZELLE BALMAIN	WATERFIELD LEICHHARDT	NEW TOWN SQ. UNDERCLIFFE	RAILWAY ST.	ENMORE
5	JOHNSTON ST.	CLADON PK. FOREST LOD.	DE ANNDALE	EARLWOOD ST. PETERS	VIA PYRMONT	CLEVELAND ST. SPORT GROUND
6	RYDE STATION	BIRCH GROVE	ROZELLE DEPOT	COOKS RIV.	BENT STREET	RACECOURSE
7	SUMMERH'L STATION	FINANCIAL	UNIVERSITY	TEMPE DEPOT	GEORGE ST. NORTH	COOGEE RAILWAY
8	GOLDENY.	LILYFIELD	ULTIMO DEPOT	CANTERBURY	CASL LAGHNEY AND	AND RAILWAY
9	ERSKINEVILLE	DRUMMYNE	CIRCULAR VIA	ADDISON RD. MURLSTONE	CIRCULAR VIA GEORGE ST.	HAY ST. SPECIAL
10	CLADESVILLE	CLADESVILLE	GEORGE ST AND FT MACQUARIE	PETERSHAM	K. MCCARTHY	DEPOT