

ISSUED FREE ON REQUEST TO N.S.W. MEMBERS.

The Trolley Wife

A.E.T.A. Sydney Branch Bulletin

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August 1952.

Brisbane Newflash.

Latest car on the road is No. 532 from Ipswich Rd. Depot. In common with cars 528-531 this car has dark green plastic covered seats and grab rails.

Work on the new trolley bus route is proceeding well. Gregory Tce. Is complete and from Gregory Tce, to East Brisbane a start has yet to be made. 18 trolley buses are waiting to take over the service which will release 20 diesel buses for other work. A deputation from the Brisbane Tramway Union recently asked the Lord Mayor to abolish all one man buses in the city. The Lord Mayor (Ald. Roberts) has promised to consider the proposal.

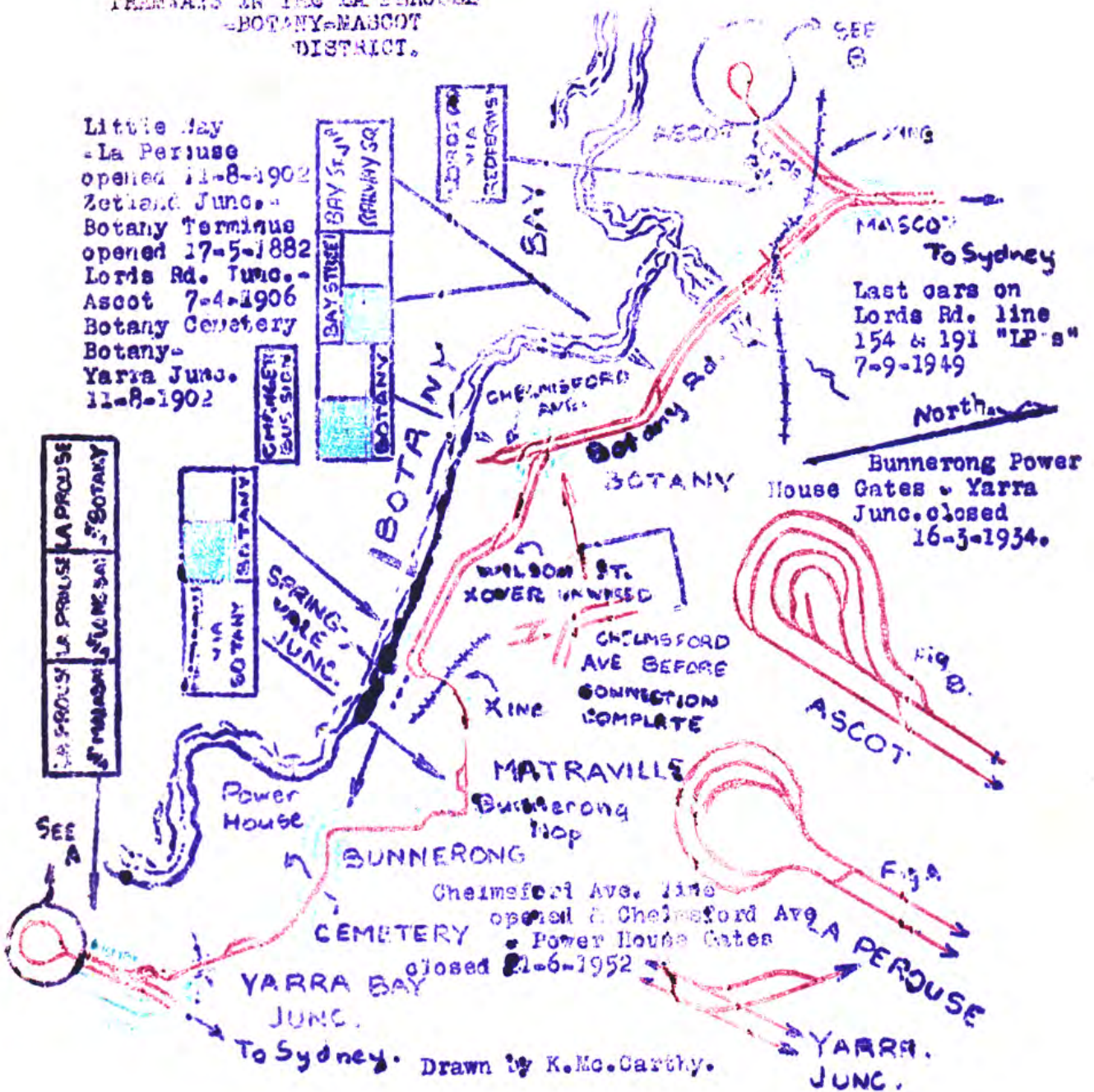
Our first trolley bus tour was a complete success..... Held on the 2.8.52, this tour covered all of our trolley bus system (except Ramsgate loop) and members were able to photograph our bus No. 12 at the various terminals. Our special thanks are due to the staff at Ritchie Street, and in particular to Messrs. Campbell, Barnsley and Shaw, our crew whose co-operation and friendliness made us all "feel at home".

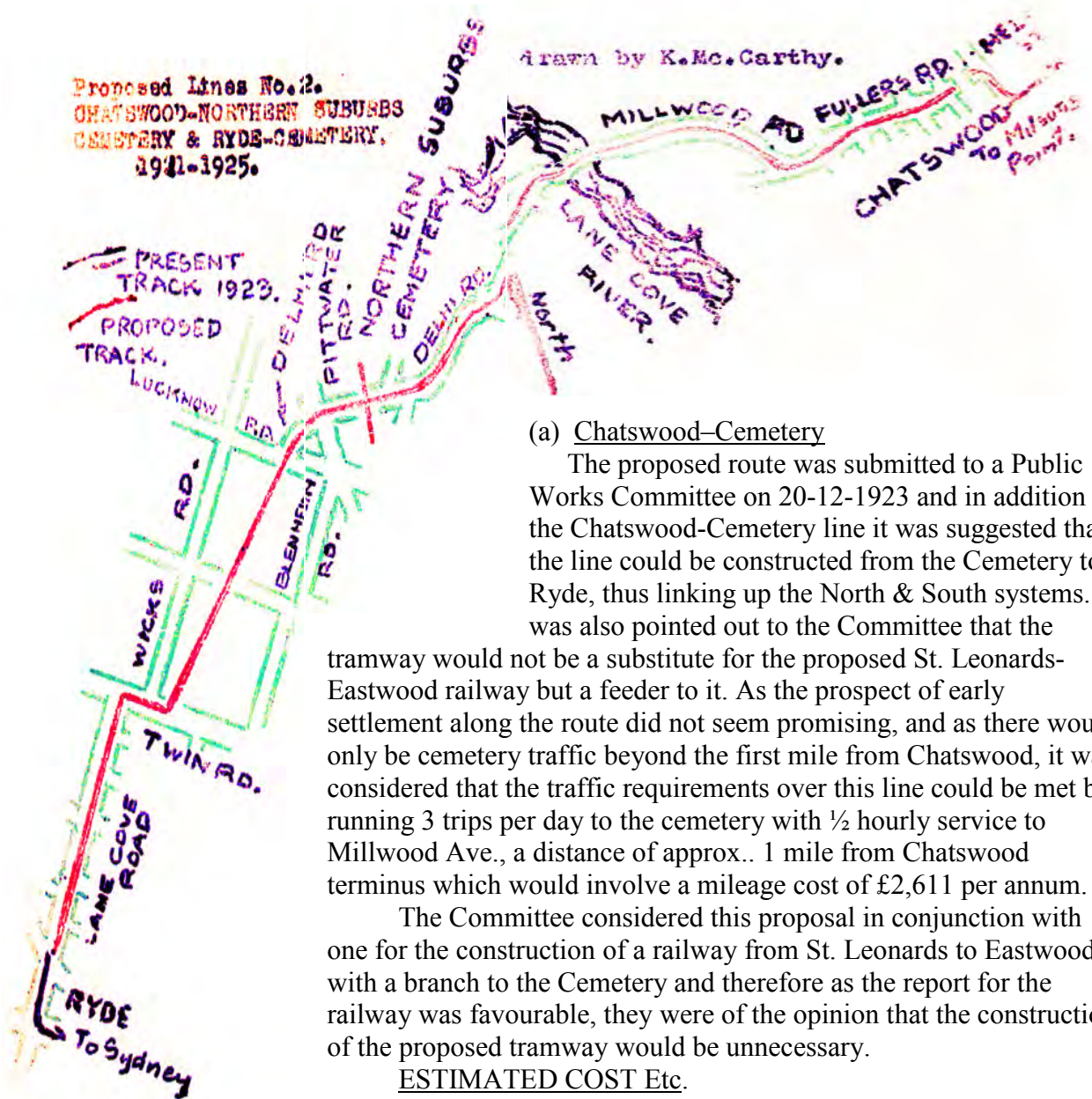
After paying for the hire of the bus a profit of £-/15/- was recorded.

Members are reminded that the annual election of officers will take place at the September meeting. Roll up and see that the right person is elected. The new constitution together with many other important changes in the operation of the Branch will be announced.

This Bulletin is published on behalf of the Public Relations section, A.E.T.A. Sydney Branch, by K. McCarthy and N. Chinn at the premises 17 Delves Street, Mortdale N.S.W.

TRAMWAYS IN THE LA PEROUSE
-BOTANY-MASCOT
DISTRICT.





(a) Chatswood-Cemetery

The proposed route was submitted to a Public Works Committee on 20-12-1923 and in addition to the Chatswood-Cemetery line it was suggested that the line could be constructed from the Cemetery to Ryde, thus linking up the North & South systems. It was also pointed out to the Committee that the tramway would not be a substitute for the proposed St. Leonards-Eastwood railway but a feeder to it. As the prospect of early settlement along the route did not seem promising, and as there would only be cemetery traffic beyond the first mile from Chatswood, it was considered that the traffic requirements over this line could be met by running 3 trips per day to the cemetery with ½ hourly service to Millwood Ave., a distance of approx.. 1 mile from Chatswood terminus which would involve a mileage cost of £2,611 per annum.

The Committee considered this proposal in conjunction with one for the construction of a railway from St. Leonards to Eastwood with a branch to the Cemetery and therefore as the report for the railway was favourable, they were of the opinion that the construction of the proposed tramway would be unnecessary.

ESTIMATED COST Etc.

Cost of the single line 3 miles 43 chains, with 7 sets of switches & crossings and ruling grade of 1:15, sharpest curve 53.5 ft radius £63,750

Next page please.

That is:-

for power and feeders	..	..	..	..	..	..	..	£22,150
for rails	..	..	..	..	..	..	..	£ 8,590
for ballast	..	..	..	..	..	..	..	£ 5,355
for sleepers	..	..	..	..	..	..	..	£ 2,731
for engineering costs, etc.	..	..	..	..	..	..	..	£ 3,025
Estimated annual revenue	..	..	..	..	..	..	..	£ 3,380
Expenditure per annum..	..	..	..	..	..	..	..	£ 6,117
The latter being made up of:-								
Interest on cost of construction of 5½%	..	..	..	..	..	..	..	£ 3,506
Working expenses.	..	..	..	..	..	..	..	£ 2,611

(b) Ryde–Cemetery

In 1921 a proposal to construct a tramway from Ryde–Northern Suburbs Cemetery was placed before a Public Works committee but this proposal was rejected owing to the possibility of a railway being constructed from St. Leonards–Eastwood.

The Commissioner stated in 1925 that for a distance of ¼ mile the route is fairly well populated but along the rest of the route there is no settlement except for a few gardens & poultry farms. The prospect of payable traffic even for the first mile from Ryde is remote, & the traffic over the years would be confined to persons proceeding to the Cemetery.

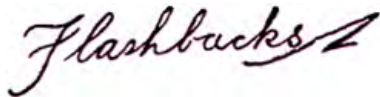
A 1925 Committee came to the conclusion that because of the projected railway in that district, the proposed tramway should not be constructed.

ESTIMATED COST Etc.

Cost of single line, 2 miles 41 chains with a ruling grade of 1:15,

sharpest curve 70ft. radius.	..	..	..	..	..	..	..	£53,779
i.e. for power and feeders	..	..	..	..	..	..	..	£18,850
for rails	..	..	..	..	..	..	..	£ 5,958
for ballasting	..	..	..	..	..	..	..	£,,4,664
for engineering costs, etc.	..	..	..	..	..	..	..	£ 5,400
Estimated annual revenue	..	..	..	..	..	..	..	£ 1,250
Expenditure per annum..	..	..	..	..	..	..	..	£ 7,229
The latter being made up of:-								
Interest on cost of construction of 5½%	..	..	..	..	..	..	..	£ 2,958
Working expenses.	..	..	..	..	..	..	..	£ 4,271

By some strange coincidence Sydney & Melbourne have approx. the same route mileage of track. Melbourne (V.R. & M.M.T.B.) 140.6 miles, Sydney (as in use each Easter Saturday) 141.2 miles.



THROUGH WORKING ORDERS 1923

RANDWICK RIFLE RANGE (b) A slip rail is placed across the Rifle Range line on the Avoca Street alignment. Drivers must see that this rail is opened for their trams and replaced in the correct position after they have passed through.

NORTHBRIDGE (b) Drivers must not exceed a speed of 4 miles per hour on bridge. Cars of all types except coupled cars having a seating capacity in excess of 45 passengers per car may be run over the bridge at intervals of not less than 300 feet apart.

(c) No more than one coupled set of cars or two single cars are to be allowed on the bridge at one time. Coupled cars having a seating capacity exceeding 45 passengers per car must not run over this bridge.

Cars must not proceed on any span already occupied by vehicles such as steam rollers, traction engines or other heavy vehicles.

In the event of the general traffic becoming congested on the Bridge care must be taken not to run cars over until such times as the congestion has been removed.

CITIES OPERATING TRAMS and/or TROLLEY BUSES.....

AUCKLAND New Zealand. Operates over 44 miles of track, has 226 cars. There is no reserve track or private right-of-way, is the only tramway in the world that runs from ocean to ocean.

ADELAIDE Australia. In 1950 40 new trams were on order. The position in Aug. 1950 was 279 trams in service. New lines being built to Showground.

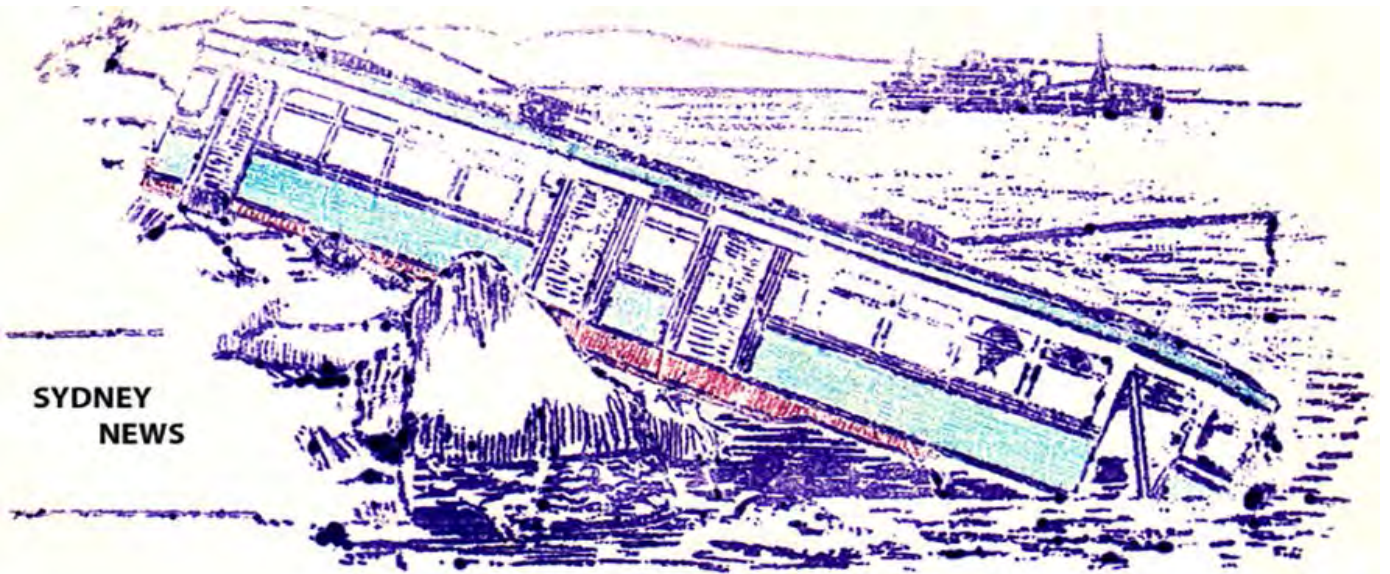
AUGSBURG Germany. Trams are to replace buses in the City as stocks are received. Construction of lines is well in hand. This is a new system.

AACHAN Germany. The tramways celebrated their 70 anniversary in 1950. Trams now run through to Alenberg in Belgium.

ALEXANDRIA Egypt. Has mostly double deck cars of English design but operates some older cars.

ATHENS Greece. Trams are operated by a British controlled company which operates 200 trams, 10 trolley buses and 70 buses.

ALKMAAR Netherlands. Steam tramway re-opened on 20th May 1951. The Council are negotiating to purchase the system in order to prevent another abandonment.



On Sunday 20th July "R" 1890 careered at 60 m.p.h. down Taronga Park hill & plunged 35 ft. into Athol bay, the car came to rest in the same place as "R" 1875 did when it plunged into the harbour 10 years ago. The tram got out of control at the top gates to the Zoo & by the time it reached wharf (1 mile away) it was travelling at 50 m.p.h. The crash occurred at 8.40 am and only four people were on the car. The conductor received injuries when he jumped off at the wharf, The driver, conductor and two passengers were taken to the Mater Hospital but the passengers were allowed to leave after treatment. An inquiry is to be held by the Department of Gov. Tramway services.

The tram remained in the above position until Wednesday 23rd when the floating crane "Sampson" lifted it onto a barge on which it was floated to Pymont and taken to Randwick by truck.

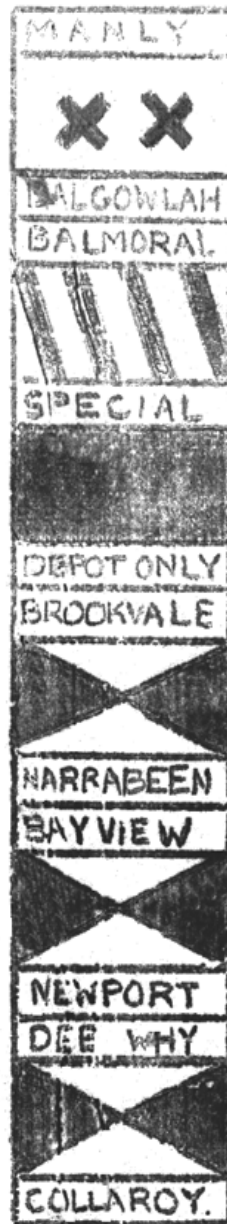
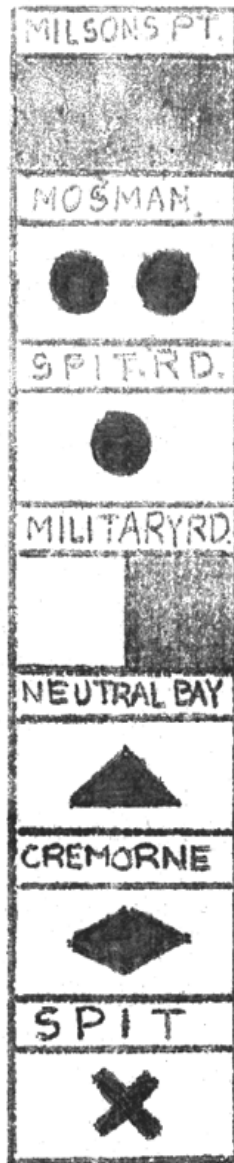
SILENT EQUIPMENT INSTALLED. Two weeks ago 1517 R/R1 was equipped with Metropolitan Vickers flexible spur gears. The noise as been reduced by this equipment which is especially manufactured for G.E. 247A motors. Other cars to be fitted are 1538, 1985, and 2 R cars.

New car allocations for the month are 2038 to 2044 to Dow. St. Latest delivery 2045.

TRANSFERS. U to D: 1558, 1697. D to U: 1069, 1358, 1371, 956, 959. T to D: 821. D to T: 1156. N to T: 1177, 1188, 1192. N to D: 1440, 1467. T to W: 820, 822, 824.

Farr St. loop was removed, work commenced on 11.8.52.

Friday September 26th. A Theatre night will be held at the Vacuum Oil Theatrette.



All letters white on black All colours black & white.

Drawn by K.McCarthy from information supplied by N. Boxall & K. Morris.

No. 4 North Sydney Roll (approx 1910)