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# The TROLLEY WIRE.

A.E.T.A. SYDNEY BRANCH BULLETIN.

THE MAGAZINE OF THE  
ALL THE TIME, EVERY TIME.

Vol 1 No 9.

October 1952.

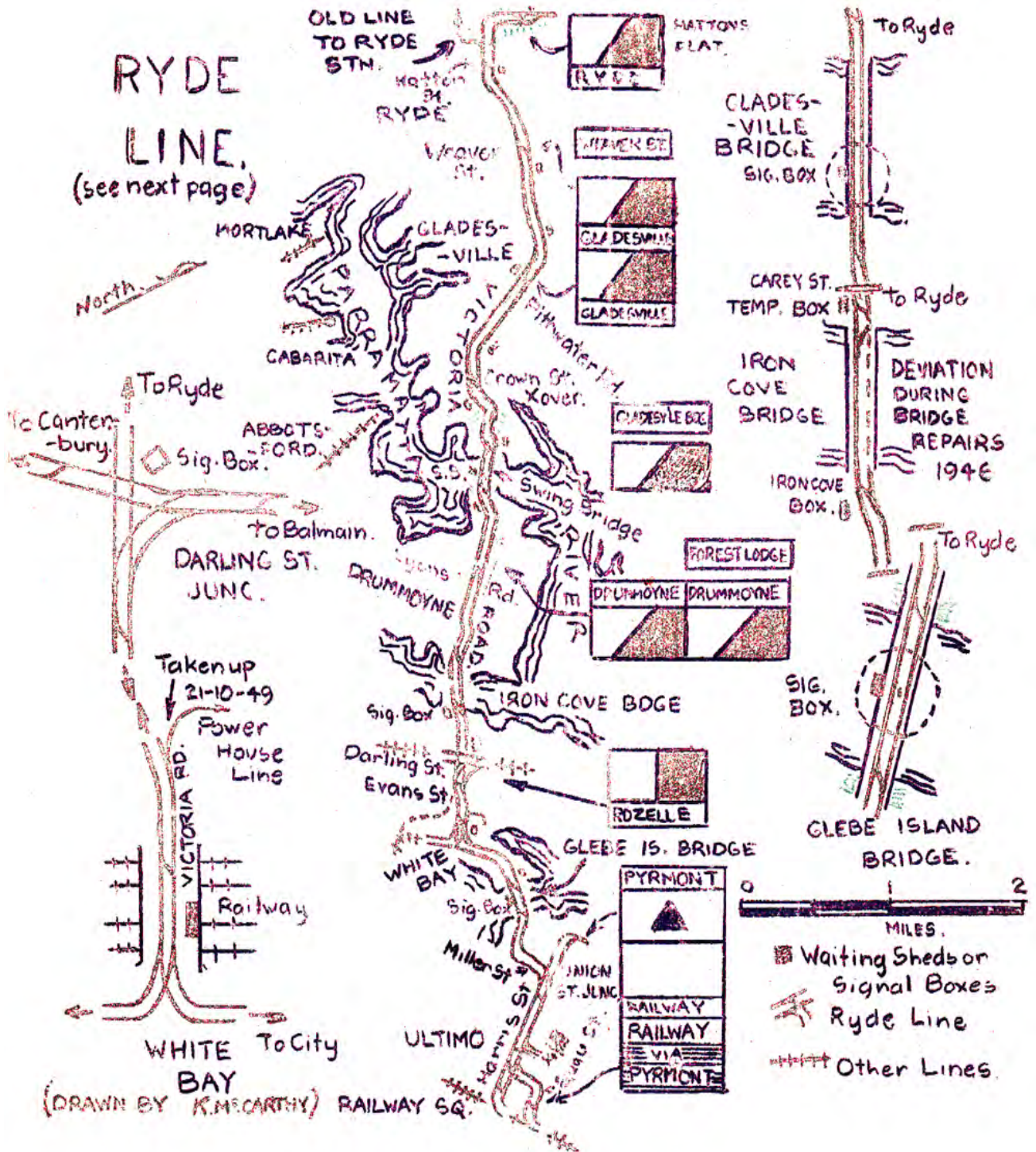
As a result of the Annual election of officers held at the September meeting, the following office bearers will hold office for the 1952-1953 period. Any member wishing to contact any officer should do so at the address published below.

- PRESIDENT ..... K.W. Miller 49 Woods Rd. Manly. XU1856.
- Vice President ..... K. Morris Flt. 36 Herne Bay Housing Settlement.
- Secretary ..... R. Young Box 2266 G.P.O. Sydney. XL4304.
- Treasurer ..... N. Reed 57 Kameruka R. Northbridge. XL1692.
- Public Relations Office ..... R.E. Murray 17 Small St. Rude. W7.1404.
- Public Relations Secretary ..... N.L. Chinn 17 Delves St. Mortdale.
- Councillor ..... A.W. Perry 26 Hampton Rd. Artarmon. JA3069.

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- Publishing Staff ..... K. McCarthy 2 Loftus Ave. Sutherland.  
N.L. Chinn 17 Delves St. Mortdale.  
B.J. Parle Karauh Rd. Turramurra.
- Photographer ..... B.J. Parle Karauh Rd. Turramurra. JJ3526.
- Recorder – Librarian ..... O. Weatherhead 3 Kennedy Ave, Belmore.
- Auditor ..... A. Renwick 29 Wrights Rd. Drummoyne.  
WA2099.

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THE RYDE LINE.

	Date Opened.
Circular Quay – John St. Pyrmont .. .. .	8- 9-1899
Quay St, Junct. – Harris St .. .. .	27- 3-1911
Union St Pyrmont – Evans St. Rozelle .. .. .	14-11-1910
Evans St. Rozelle – Darling St. Junc. .. .. .	2- 5-1892
Darling St. Junc. – Gladesville Bridge .. .. .	19-12-1902
Gladesville Bridge – Hattons Flat (Ryde) .. .. .	13- 6-1910
Church St. Junc. (Ryde) – Ryde Station .. .. .	7- 9-1914
	Date Closed.
Ryde – Ryde Station .. .. .	- -1934
Hattons Flat – Gladesville .. .. .	17-12-1949
Gladesville – Lyons Rd. (Drummoyne) .. .. .	19- 3-1950
	Date Reopened.
Lyons Rd. – Gladesville Bridge .. .. .	28- 5-1950
	Date Discontinued
Lyons Rd. – Gladesville Bridge .. .. .	7- 7-1951

N.B. The Lyons Rd. – Gladesville Bridge section has only been discontinued, not closed. If a large football match requires special cars, these cars use the above section as far as Tavistock St. Drummoyne.

The Ryde line was the longest line in Sydney, being approx. 11 miles long. Traffic was heavy and a 10 minute service operated during the day. In the peak periods a 4 minute service was operated as far as Drummoyne or Gladesville, with a 6 minute service to Ryde.

The absence of reserved track and the large numbers of stops (72 in all) caused the Gladesville & Ryde end to be converted to bus operation, but these have not proved highly successful. This number of buses which began to use Victoria Rd. after the Gladesville conversion had made the thoroughfare so busy that the extra vehicles required for the Gladesville- Rozelle conversion would have made the situation chaotic, so the closing of that section, which was to have been made in July 1951, never eventuated.

RUNNING TIMES.

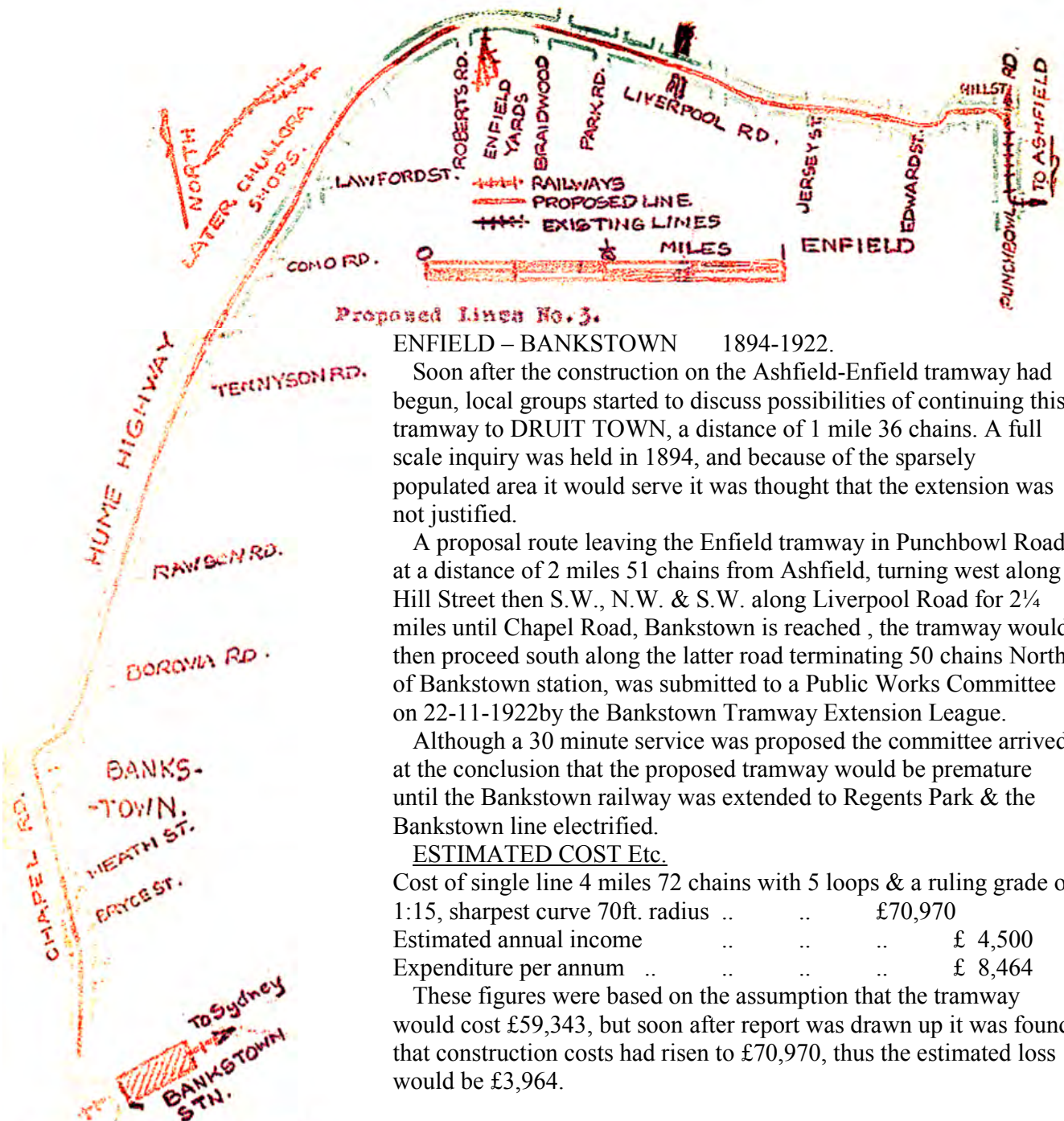
Fort Macquarie to:

Quay St.....18 min (15) Miller St.....34 min (21) Rozelle.....32 min (29)  
 Lyons Rd. Drummoyne.....39 (36) Gladesville.....51 (48) Hattons Flat 62 (59)

All times in minutes. Sunday times in brackets.

The Ryde line was operated by a 'bus service every Sunday (except 2) from 11-7-1948 until 17-2-1949. This service carried the route number 416 until June 1949 when it was changed to 012.





**Proposed Lines No. 3.**

**ENFIELD – BANKSTOWN 1894-1922.**

Soon after the construction on the Ashfield-Enfield tramway had begun, local groups started to discuss possibilities of continuing this tramway to DRUIT TOWN, a distance of 1 mile 36 chains. A full scale inquiry was held in 1894, and because of the sparsely populated area it would serve it was thought that the extension was not justified.

A proposal route leaving the Enfield tramway in Punchbowl Road at a distance of 2 miles 51 chains from Ashfield, turning west along Hill Street then S.W., N.W. & S.W. along Liverpool Road for 2¼ miles until Chapel Road, Bankstown is reached, the tramway would then proceed south along the latter road terminating 50 chains North of Bankstown station, was submitted to a Public Works Committee on 22-11-1922 by the Bankstown Tramway Extension League.

Although a 30 minute service was proposed the committee arrived at the conclusion that the proposed tramway would be premature until the Bankstown railway was extended to Regents Park & the Bankstown line electrified.

ESTIMATED COST Etc.

Cost of single line 4 miles 72 chains with 5 loops & a ruling grade of 1:15, sharpest curve 70ft. radius .. ..	£70,970
Estimated annual income .. ..	£ 4,500
Expenditure per annum .. ..	£ 8,464

These figures were based on the assumption that the tramway would cost £59,343, but soon after report was drawn up it was found that construction costs had risen to £70,970, thus the estimated loss would be £3,964.

Drawn by K.No.Carthy.

FLASHBACKS THROUGH WORKING ORDERS..... 1912

MAYFIELD LINE. Trams must not pass one another on curves at Hannell St. and Albert St., or on Tighes Bridge or curves approaching same. All down trams to have right of way.

RANDWICK RACECOURSE. This line is single and is used as a down line only. Sidings are provided extending from Bunnerong Rd. to Racecourse platforms. All trams set down passengers at left hand platforms; but Railway trams are despatched from Nos. 1 & 2; Western Suburbs trams from Nos. 3 and 4; and Sydney via Oxford St trams from No. 5 and 6 platforms on return journey.

The First Class Special sets set down passengers at No. 1 platform, but picks them up on the return journey at old platform at Darley Road.

BATTERY HOUSE INDICATOR LAMPS. A red lamp is fixed on Battery House, Spit Rd. and Five Dock, and on poles opposite Battery Houses, Watson’s Bay, La Perouse, and Flat Rock, North Sydney.

Conductor of first tram to close and of last tram to open La Perouse switch daily. If the red lamp is alight, driver will close outside switch, and note in fuse book.

If lamp remains burning after switch is closed, he will telephone Starter, who will inform Substation.

CAPACITY OF CAR SEATS. Cross seats, also open seats on “F” cars, 5; saloon seats – “F” cars, 8; “C” cars, 12; “D” cars, or “G” cars, 7.

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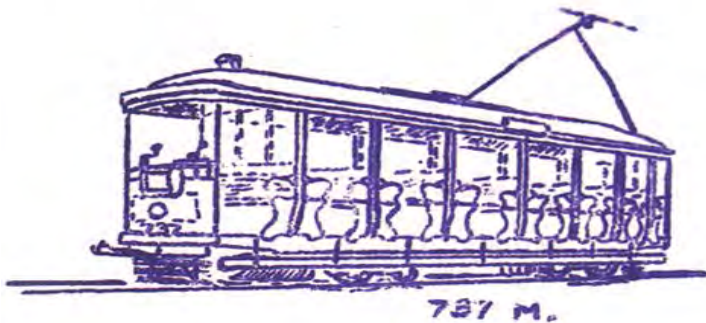
MEMBERS NOTE

As from this issue on all copies, posted out to members will be charged for it at the rate of 4d. per copy to cover postage and wrapping, payable in addition to the Annual subscription.

Any member who wishes a copy of the index for Vol 1, and a printed cover – folder to keep Nos. 1 to 11 in, would he let us know before the end of the month.

Your new Publishing Staff wish to take this opportunity to thank the Council for nominating us for a further 12 months and we hope that we will be able to do an even better job than last year. Trusting the Trlley Wire is of increasing interest to all, we thank you.

Published on behalf of the Council of the New South Wales branch of the A.E.T.A. by K. McCarthy, N. Chinn and B. Parle at 17 Delves St. Mortdale.



Sydney  
News.

As from the 19-10-52, trams will cease running from the city at 11 pm. and will not resume until 1 am. on Monday.

Also the Southern suburbs are to suffer again by having their Sunday tram services reduced from a 20 to a 30 minute frequency. This move will affect the Cooks River, Dulwich Hill, Earlwood and Canterbury services.

The Rosebery line will have its service reduced from 20 to a 30 minute headway during off-peak evening period.

Since the general clean-up at Wollie Creek it is now a common sight to see Railway rolling stock on any siding in the yard. Tramway "U" cars now shunt up to 6 "S" railway trucks or 2 German "G" railway trucks. The dummy match trucks fitted with tramway couplings at one end and railway couplings at the other end are no longer used in this work, a steel cable between the "U" cars and the railway trucks serve the purpose.

The following trams are in Randwick awaiting repairs following collisions 1398, 1054, 1466, 1363, 2045, 1988, 1904, of which it is fairly certain that Nos. 1398 and 1054 will be scrapped owing to the severity of the damage.

The "blue" tram No. 1974 will shortly be returning to Randwick for a repaint to its normal colours.

The old wooden electric suburban trailer cars which have been withdrawn from service have been converted, for a second time to form an overhead wiring train which consists of approx. 8 cars, classified "OWV" (L----), and are standing on a siding near Blacktown station ready for use. The electrification of the Western Line was advancing at a steady rate up till last month when, because of financial difficulties the Railway Dept. was forced to temporarily abandon the scheme. The abandonment of this scheme comes as a blow as work was well advanced on two mountain substations, high tension lines and overhead stanchion foundations.

Deliveries of the new trams has slowed up considerably but they are still being delivered at a more steady rate than the delivery of trams in other states. 2058 is the latest tram noted in traffic, attached to "Roz".

TRANSPORT OPERATION IN NEWCASTLE

In the last issue of Trolley Wire (pages 6, 7) we reproduced an article published in the Newcastle press concerning the transport alterations in that city. We printed it as it appeared, actually the article was incorrect in several points and this month we publish a screed which one of our members, Mr. K. Winney sent in to us.

I read with interest the item in the last issue of "T.W." regarding the authors idea, some of the figures quoted are not factual and it is therefore necessary, I consider, to rectify this state of affairs.

Immediately prior to the conversion of the Mayfield line, 97 L/P trams and some 65 buses maintained Departmental services in and around Newcastle. Present day operations require the stabling of 200 buses at Hamilton, not 218 as stated. It must also be borne in mind that the area has undergone rapid development in the last four years so that the increase in vehicle requirements cannot fairly be attributed to "Bustitution" alone.

So far the Mayfield service is concerned, Mr. Rogers has failed to take into account that the present route 105 has been extended to Mayfield West and caters for the developing area beyond the Mayfield shopping centre to carry the traffic offering between Parnell Place and Mayfield (i.e. tram passengers) would require the services of 13 double deck buses involving the employment of 26 men not 40 as suggested. A number of these could be so arranges in the timetable that their operation on this route would not involve the provision of additional staff or vehicles. Incidentally, peak hour tram requirements on Mayfield were 8 coupled sets or 24 men.

I would like to reiterate in concluding, that the principle outlined by Mr. Rogers is, in my opinion quite sound, but in all fairness, the above corrections should be made known.

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Copies of the last issue of the old style "Weekly Notice" no. 36 are available free for members. Members know of course that the weekly notice is now of a different nature and size. This being one of MANY economy moves.

The theatre night held on Friday Sept. 26th was a complete success. The night raised the sum of £7.6.0 for our funds. This council wish to thank all those members and friends who came along for their attendance ant our social evening.

Remember the altered date for the NOVEMBER meeting – 13-11-52 – at which a talk on the London trams will be given by Mr. Brady.

Any member receiving a faulty copy of trolley Wire should forward it back to the Secretary who will than send on a correct issue.



No.6. NORTH SYDNEY & WATSON'S BAY DESTINATION ROLLS.  
All signs white on black ground. (except ).

MOUNT STREET	AMHERST STREET	HARBOR BEACH	OCEAN STREET	CIRCULAR QUAY
CROWS NEST	RIDGE STREET		ROSE BAY	RAILWAY
FRENCHES ROAD	WATERS ROAD		DOVER ROAD	ZETLAND
VICTORIA AVENUE	NYLSONS POINT	Prices shown in following roll are out of date.	ERSKINE STREET	ROSEBERRY
CHATEAU	DEPOT ONLY		DOUBLE BAY	ELIZABETH S AND CIRCULAR QY
McMANIONS POINT	SPECIAL	MILLERS PT	MIN DOVER RD. 6d.	CASLRAGH ST AND CIRCULAR QY
COOKS HILL	ETHEL STREET	GLEBE PT.	MIN DOUBLE BAY 5d.	CRICKET GROUND
BROUGHTON LOOP	RAYGOWLA	GEORGE ST. AND PEMACQUARE	LIGHTHOUSE	SHOW GROUND
LANE COVE	BROOKV'LE	STADIUM	MIN LIGHTHOUSE 8d.	QUEEN'S SQUARE
YONGV'LE	DEE WHY LOOP	ELIZABETH STREET	VAUCLUSE	WAVERLEY DEPOT
ST. LEONARDS	NANLY	KINGS CROSS	WATSONS BAY	MIN VAUCLUSE 8d.
N'THBRIDGE	COLLANOY BEACH	CLARENCE STREET	MIN WATSONS BAY 8d.	RACECOURSE
SUSPENSION BRIDGE	NAR'ABEEN	RUSKUTRA BAY	SPECIAL	DARLEY RD. RANDWICK