

The

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Trolley Wire.

XMAS ISSUE

Vol 11 No. 11

DECEMBER 1952



President's Xmas Message.



Dear Members & Friends,

Since the beginning of Christian History Xmas is the time when our thoughts and actions turn from the workaday world to a closer understanding and unity among our kindred folk, who, perhaps, may not be fortunate or so well endowed as ourselves.

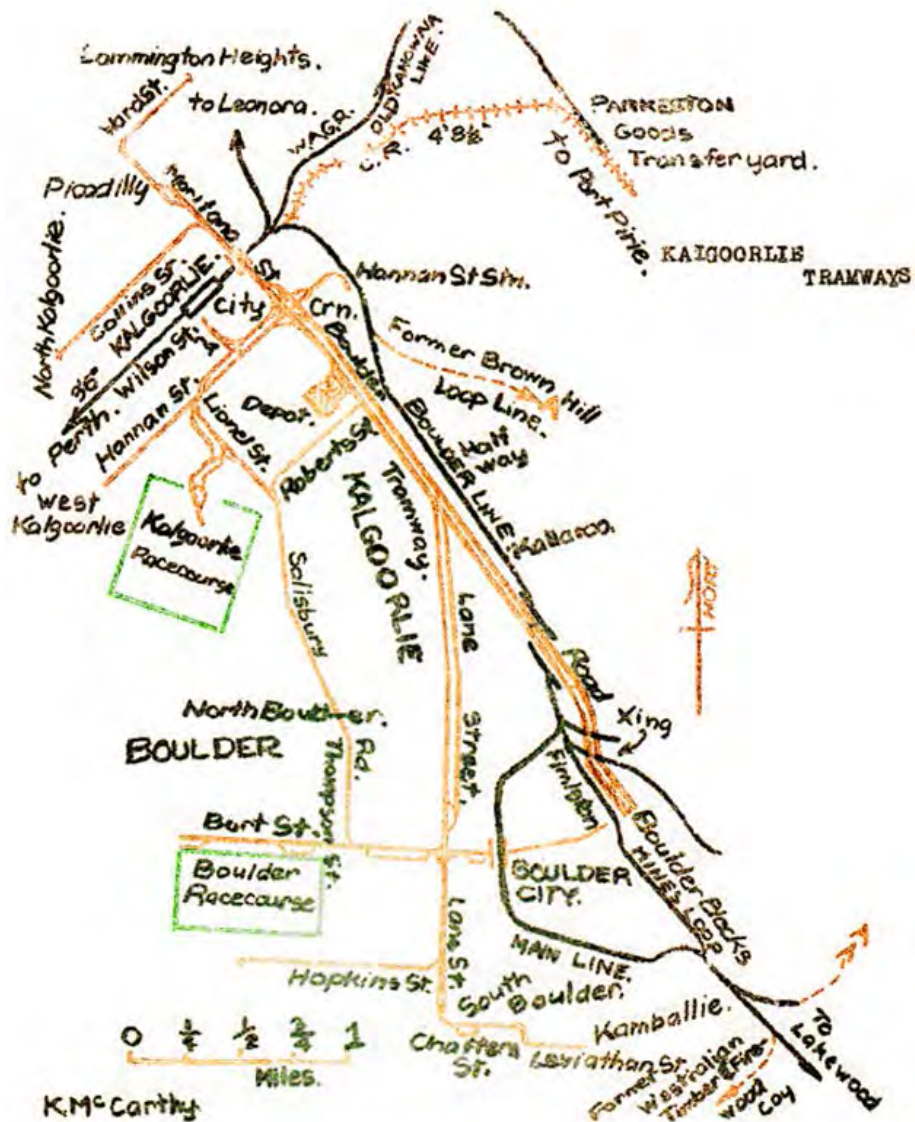
May we, both as individuals and as members of an Association taking pride in knowing of better transport for the people, not merely retain this good will spirit during the short Xmas season, but have for always that understanding and fellowship for those who may need our help.

In the past, some of our members have unselfishly volunteered their constructive ideas to the right quarters in attempt to gain greater efficiency in the transport field. So let there be none of us to sit back, expecting others to do and serve, rather may we all pull our weight in all fields, so that our highest, and also lesser aims may be realised.

In conclusion I would like to pass on to each and every one of you my sincerest wishes for a very merry Christmas, and may 1953 be a year of attainment.



President, N.S.W. Branch
December 1952.



Redrawn from a map drawn by Mr. C.C. Singleton.
 First route opened 20th May 1902 by the Kalgoorlie Electric Tramway Coy. Ltd.
 Taken over by the astern Goldfields Transport Board 1st April 1947. Remaining routes to
 Boulder Block & Boulder City closed 6th March 1952.
 The TROLLEY WIRE thanks Mr. Singleton for giving permission to use this map.

Opening dates of Sydney tramway extensions. No. 1.

- 15- 9-1882 Bridge St.-Hunter St.
- 15- 9-1879 Hunter St.-Hay St.
- 2-11-1902 Pitt St.-Hay St. & Eddy Ave. Junc. via Elizabeth St. and Eddy Ave.
- 15- 8-1882 Pitt St.-Eddy Ave-Junc.-Terminus St.
- 24-12-1908 Rawson Place-George St.

RANDWICK-COOGEE-LITTLE COOGEE (CLOVELLY).

- 14- 7-1880 Liverpool St. Junc.-Darlinghurst Junc.
- 14- 7-1880 Darlinghurst Junc.-Randwick Racecourse.
- 19- 3-1881 Randwick Racecourse-High St.
- 25- 6-1883 High St. Coogee.
- 1861 Cricket Ground loop.
- 8- 9-1906 Sports ground loop.
- 5- 4-1909 Greens Rd. line.
- 3- 8-1912 Darley Rd.-Carrington Rd.
- 2- 4-1913 Carrington Rd.-Clovelly.
- 14- 5-1916 Extension to Randwick Military Hospital.

WAVERLEY-BONDI-BRONTE.

- 12- 3-1881 Darlinghurst Junc.-Ocean St.
- 17- 3-1881 Queen St. Woollahra line.
- 13- 4-1881 Ocean St Waverley (old terminus).
- 4- 6-1887 Waverley-Macpherson St. Junc.
- 20-10-1890 Macpherson St.-Waverley Cemetery.
- 24- 5-1884 Bondi Junc.-Fletcher St,
- 28- 9-1887 Fletcher St.-Bondi Aquarium Jct.
- 19- 2-1894 Bondi Aquarium Jct.-Bondi Beach.
- Bondi Beach-North Bondi.
- 22- 5-1911 Waverley Cemetery-Bronte Beach.

WAVERLEY-RANDWICK

- 4- 6-1887 Macpherson St. Junc.-Allison Rd. Junc.

OXFORD ST.-DACEY AVE. via CROWN & BAPTIST ST.

- 15- 9-1881 Oxford St.-Cleveland St.
- 3- 6-1909 Cleveland St.-Phillip St. via Baptist St.
- 30- 9-1911 Baptist St.-Dowling St.
- Dowling St.-West Kensington.

RAILWAY STATION-THE GLEBE-FOREST LODGE.

- 15- 8-1882 East side of Terminus St.-Forest Lodge Junc.
- 15- 8-1882 Forest Lodge Junc.-St. Johns Rd.
- 15- 8-1882 Glebe Junc.-Glebe Point (old terminus).
- 15- 8-1882 St. Johns Rd-Pyrmont Bridge Rd.
- 12-12-1896 Old Glebe Point-Leichhardt St.

CONTINUED NEXT ISSUE

COLOURED TRAMS. FOR SYDNEY.

Most members have observed the many colour schemes employed on the various private bus operators, some of us approve – some don't. But did you know that at one time it was planned to give our trams various colour schemes. The idea was to paint each depot's trams a distinctive colour, as well as the route symbols. Trams were to be distinguished at a distance by a colour scheme.

Paint test panels were to be noted at Randwick Workshops when the scheme was mooted. It is on record that the University designed the present colour scheme for our trams. The last tram to be painted in the old fawn colours was "O" class car No. 1241. It ran at Waverley for many years plus of course the old multiple 'N' cars which ended their days at Dowling Street Depot.

Although not deadly accurate this is an approximate idea of the colour scheme as it would have appeared.

D E P O T					C O L O U R
North Sydney	..	..	..	..	Black and White
Rushcutters Bay	..	..	..	..	Cream and White
Fort Macquarie	..	..	..	..	Blue
Waverley	..	..	..	..	Red and White
Dowling Street	..	..	..	..	Sand and Red
Ultimo	..	..	..	..	Cream and Green
Newtown	..	..	..	..	Red and Green
Tempe and Rockdale	..	..	..	..	Red and Blue
Rozelle ..	..	..	..	..	Black and Blue
Leichhardt	..	..	..	..	White
Randwick Workshops	(service stock)	..	..	..	Red and Grey
Wolli Creek	..	(ballast trucks	..	..	Brown
Wolli Creek	..	(water sprinklers)	..	..	Black

STEAM LINES

Kogarah	..	..	..	..	..	Green
Arncliffe	..	..	..	..	..	Red
Parramatta	..	..	..	..	..	Blue
Sutherland	..	..	..	..	..	Black

Maitland, Newcastle and Broken Hill were also included but no information is available as to the proposed colours.

It is a point to note that the Association's tram No. 948 is painted in the old "fawn" colours and is now the only tram carrying these. Also that some of the water cars were painted in their "Black" colours, 113 being the last.

NEWS FROM NEWCASTLE. (Continued from last issue).

DEPOT:- All connections from the main line have been severed and the tracks in Gordon Ave., Denham St. & Lawson St. have been removed since last Easter. All lines in the Depot were removed late last year and the front of the 12 road shed has been closed in.

PARNELL PLACE- BROADMEADOW:- Rails have been removed in Scott St. City from Watt St. to the "fan" in Parnell Place, where the tracks still lie, except for the return loop to Scott St., next to the old No. 17 Parnell Place depot road. Gone also is the line in Hunter St., and the other side in Telford St. is still in place. All track in Hunter St. & Hunter St. West is still intact, including Railway St. Junc. & and the portion of the line along Pacific Highway to Ivy St. Junc. Along Tudor St, Hamilton track has been removed at several places but in short lengths only, Adamstown Junc. (now Broadmeadow Junc.) & the Racecourse Junc. may still be seen in place.

WRATAH LINE:- Moira Rd. Junc. has been lifted together with the reserved track in Curley Rd. (Show Ground.) and beyond all track is in place as far as Waratah Terminus...

From these observations it appears that the track is to be removed in order of closing, but it is hoped that tram tracks may still lie in Newcastle streets for many years to come as a reminder of the "Good old days"....

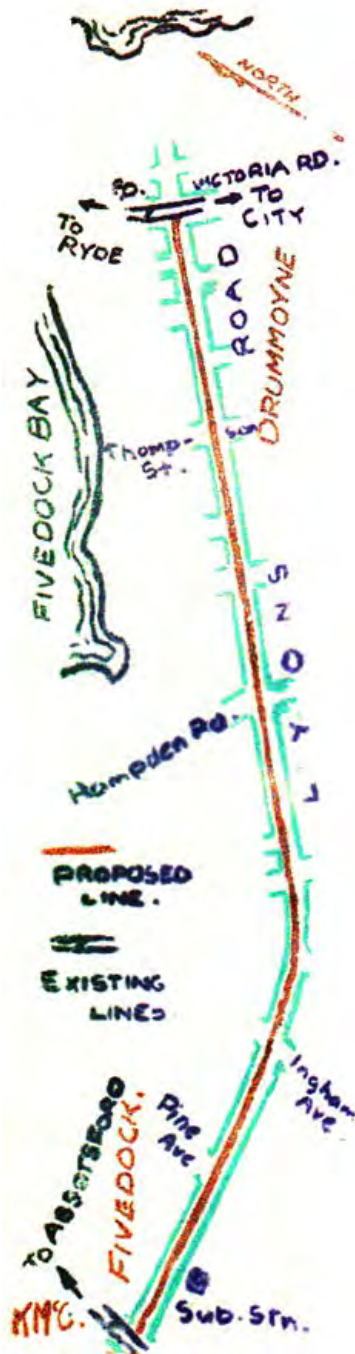
A map of the Newcastle lines appears on pages 8 & 9 of this issue.

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Up to this year one could say that trams serving the Western district had a fixed sign while those on the Watsons Bay Line for example, had a different destination roll. But this year many new signs have been added to cars, especially in the Eastern districts, and it is now impossible to talk of such a thing as "the Eastern suburbs signs". Dowling St., Waverley, & Rushcutters Bay cars are to a certain degree interchangeable because of the "bits and pieces" which have been added to the destination signs.

It is also the policy of the Department to make the Destination sign as clear as possible and many new signs have been devised. Some noted on car R1 1974 are:-

BOTANY	LORD'S RD.	COLLIN ST.	DOWLING ST. DEPOT
VIA	MASCOT.	AND	VIA
RAILWAY SQR.		BOTANY RD.	GOULBURN ST.



Proposed Lines No. 5
 DRUMMOYNE-FIVEDOCK. 1910-1921

The linking up of the Drummoyne Tramway with the Fivedock line had been mooted as early as 1910, but it was not until 1916 that the Tramway Proposal Committee gave any consideration to the scheme. A survey of the route was carried out in 1916 and the then estimated cost for 1 ml. 57 chns. of single line with 3 loops was £21,257.

In reply to a deputation by the Drummoyne Council in 1919 the Minister for Railways said he would have the estimates revised, the revised cost was £24,435.

In July 1920 the Council made a further deputation to the Secretary for Works, urging construction on the grounds of the increase of population.

The proposal was finally referred to the consideration of the Public works Committee on 2-11-1920.

Estimated costs, etc.

Cost of single line, 1 ml. 57 chns. in length with 3 loops, 5 chains each, ruling grade 1:15
 sharpest curve 80 ft radius £26,355
 (Estimate based on wage of 14/3 per day.)
 Annual income estimated at £ 2,500
 Expenditure per Annum £ 5,459
 Leaving an annual loss of £ 2,959.

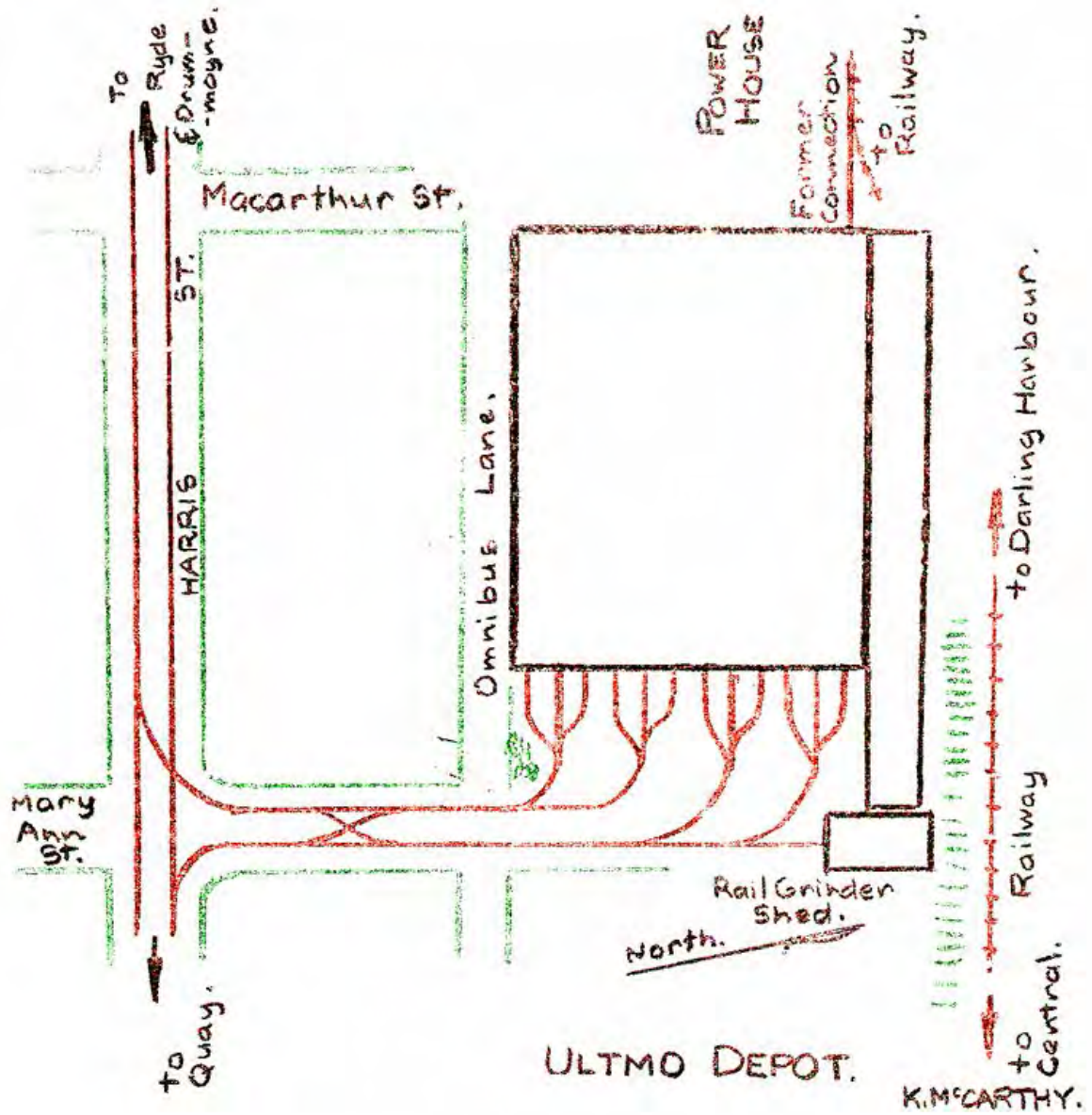
The Committee and the Railway Commissioner thought that the existing private 'bus service was adequate and the ordinary (???) pedestrian could walk easily to the existing tramways. In addition owing to the narrowness of land between Five Dock Bay & Long Cove there would be little room for expansion.

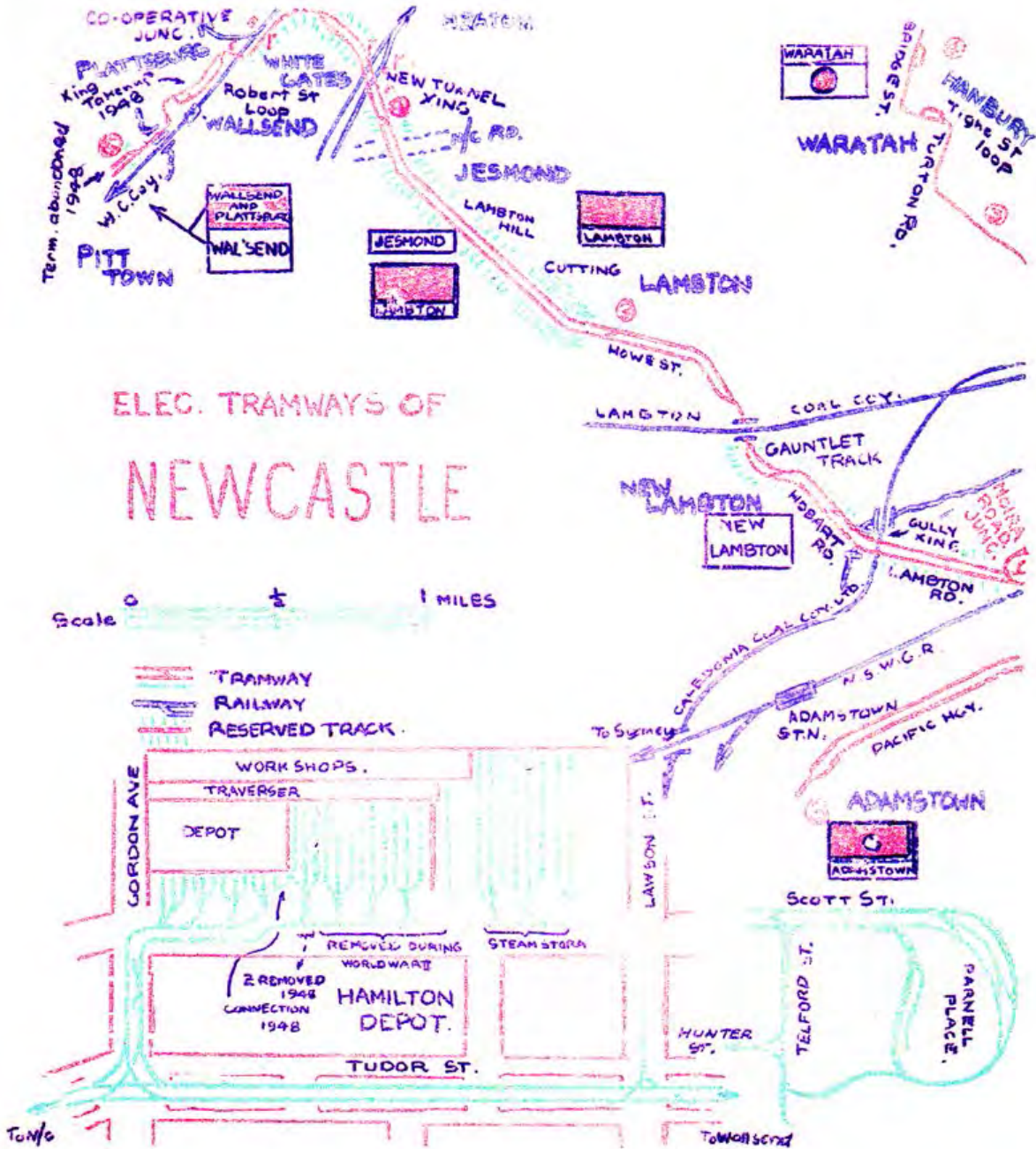
It was considered under these circumstances the tramway had little prosperities in the financial and traffic viewpoint, so the Committee thought that the construction of the line at that time would be premature.

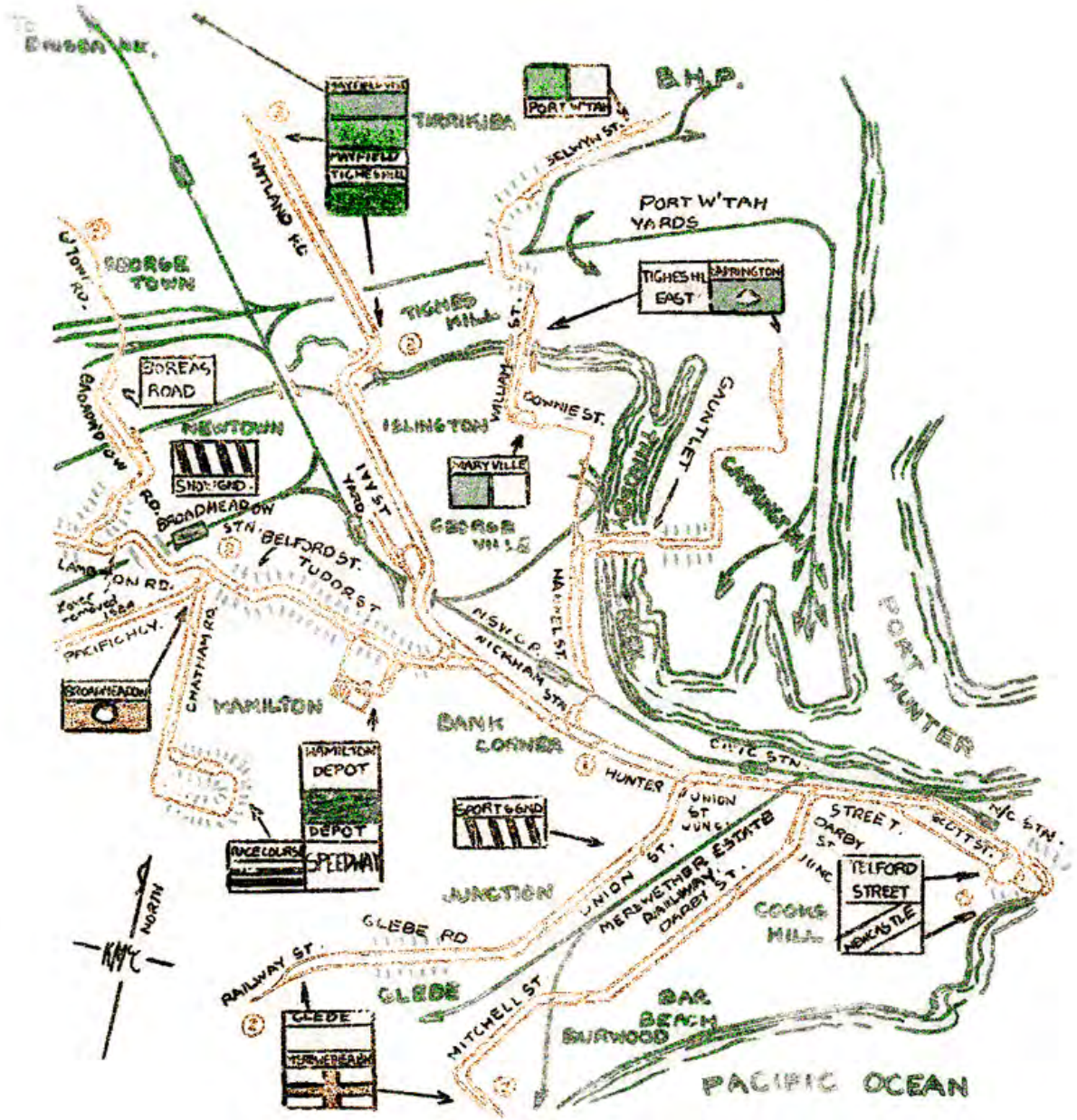
ERROR:- We are sorry to say that an error crept into Page 8 of our October issue, THE SPIT was left off the North Shore destination roll. We won't offer any excuses the error was just

carelessness on our part and we will see that it does not happen again.

(That is the second mistake we have ever made.)







STEAM TRAM DESTINATION BOARDS.

By Gil. Hayman.

Prior to the conversion of steam motor n.105A to one man control in 1905 all steam motors displayed a detachable board on the front apron & all trailers had a similar board in the centre of the car near the roof on which was white-washed the destination. These signs were not only found in Sydney, they were used in Newcastle and Broken Hill & it was in Newcastle the first steam motor ran fitted with a roll. The boards had one advantage over the rolls, during the period of 1879-1905 many new lines were being constructed & these boards could easily be made for these new extensions & for the temporary terminii, too, as the construction progressed.

These boards had white letters on a black ground & a sign writer was employed at bridge St. Yards to paint the destinations as they were needed. This set up was quite successful up to the time of electrification but as more trams were delivered the stock of boards grew & it was decided to change to destination rolls.

Below is a list of destinations as used on the trailers & steam motors. A colour system like that used today, was used with these boards, this system originated with flags used by the signalmen at Bridge Street Yard to signal on the trams. A green flag was used for Coogee, red for Waverley, etc. At night lamps were used, fitted with a moveable spectacle plate which could show two half colours as well as a single colour, such as white & red for Balmain and white & green for Botany, etc.

The signals below were fastened to the outside of the trailers in the same position as the side signs on trams are placed today, on motors a composite sign was used, for example:- First trailer:- Paddington, second trailer:- Bondi, Motor:- PADDINGTON & BONDI

PADDINGTON.	THE GLEBE. FIVE DOCK.	REDFERN PARK.
BONDI.	LONG BAY. ABBOTSFORD.	BELMORE PARK.
WOOLHARA.	NEWTOWN. REDFERN STN.	RAILWAY GATES.
RANDWICK WORKSHPS.	DARLINGTON.	RAILWAY. CARRINGTON ROAD.
TEA GARDENS TRIANGLE.	SAINT PETERS.	LA PEROUSE.
WAVERLEY.	ELLIOT STREET.	SEDS. DARLINGHURST.
CHARING CROSS.	DARLING STREET.	DULWICH HILL.
KENSINGTON PLATFORM.	QUEEN STREET.	MARRICKVILLE.
COOGEE EXTENSION.	OCEAN STREET.	COOGEE BAY.
MOORE PARK.	FOREST LODGE.	EXHIBITION. BANKSMEADOW.
RIFLE RANGE.	BALMAIN.	BOTANY. SPRINGVALE.
ZOO. MARION ST. JUNC.	WAVERLEY CEMETERY.	BAY STREET NORTH. BOTANY
CENTENNIAL PARK.	ELIZABETH STREET SOUTH.	WATERLOO.
VICTORIA PARK.	GEORGE STREET.	CROWN STREET.
RACECOURSE.	SYDNEY. BONDI AQUARIUM.	LEICHHARDT.

SYDNEY NEWS.

1079 "O" has been fitted with a metal ceiling. All "O" cars will be treated the same. This is £9 cheaper than cleaning and painting the ceilings.

113 "W" went to Tempe on 22/23.11.52. This car will be stabled at Wolli Creek and is to be used as a groove cleaner over the main system.

It is about 15 years since groove cleaners were used as such.

Nos 22 & 6 "Q" (T.bus) are in for rebuilding. As the coaches come up for repairs the headlights have to be altered to conform with the traffic req.

10 "SV" which was scrapped at Rosebery sand sidings in 1939 was returned to Randwick last month and rebuilt for duty in the Workshops as a yard car.

2018 "R1" is being rebuilt as a "straight" R1 again, the trucks are in the shops and it is believed that the body will go to Com-Eng for rebuilding.

The City Rd. Robinson Rd. via Cleveland St. tram service was converted to one man bus operation as from 16.12.52. We take great pleasure in announcing that one of our Brisbane members Mr. Fred Andrews was married during the month. Congratulations Mr. & Mrs. Andrews. All the best from your friends in N.S.W. 2061 is the latest car in service.

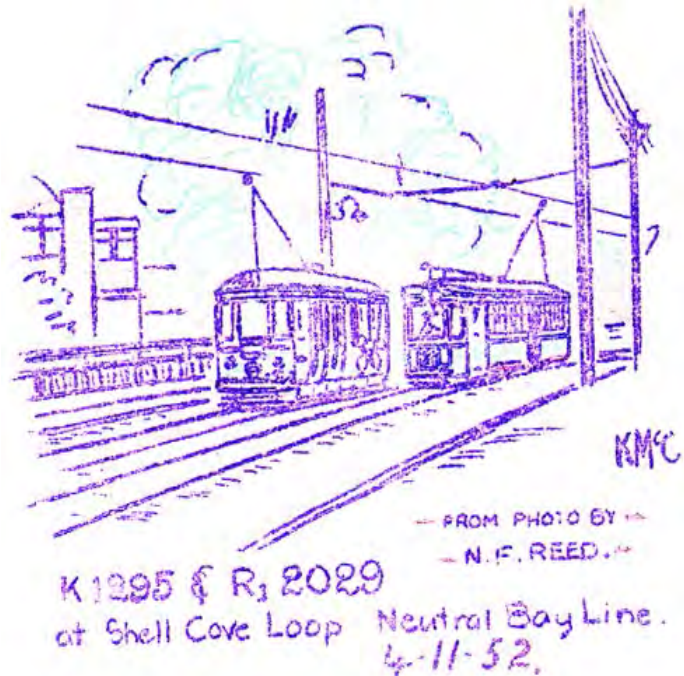
The policy of the Brisbane City council as far as transport is concerned, is that trams will remain the chief means of street transportation with trolley buses and diesel buses actin as feeders. This was stated in a 25 year plan. (Sydney take note.)

The depot repainting of trams is progressing rapidly which saves workshop space.

Edgecliff centre line position is now getting rapidly towards completion. A clean up campaign is under way at all Sydney depots. (Have to keep an eye on Newtown Depot)....

Number of trams used in Sydney during the peaks is as follows: AM peak 646 cars. PM peak 760 cars. Day off-peak 260 cars. Night off-peak 169 cars. Trolley Buses, AM peak 14 coaches, PM peak 16 coaches. Day off-peak 4 coaches. Night off-peak 4 coaches.

On 4.11.52 Dynamic car 2029 made a trial trip to Neutral Bay wharf but as of this date the "K" cars are still in service. An important tram tour will be on in January, date unknown but try to remain in Sydney during this month. Details later as soon as known.



OBITUARY: It is with deep regret that we record the passing of fellow member Mr. K. Morris's father who died during the night November 13th 1952. The Council, members and Publishing Staff offer their deepest sympathy to Keith and his family.

M E M B E R S Wanted.....

Jan. 1951 copy of 'Railway Magazine' will pay 5/- for a clean copy.

B.J. Parle. c/o Trolley Wire.

"Tram Tracks" Vol. 1. 1946 Nos 1-6. Vol. 2 1947 Nos 1, 2, 12.

"Railways in Australia" Vol 1 No 1. Vol 3 No 3.

D.J. Stewart, 22 Cove Street, Birchgrove.

Any member who has something for sale or who requires something send your ad in to us or better still to "Electric Traction" where it will get Australia wide publicity.

The Publications Staff in conjunction with Public relations take great pleasure in announcing the completion this month of the long-promised book "Tramways of the Illawarra" copies can be had from Mr. Chinn for 2/6 to those on the list and to others at 3/3. For being patient we have included a page of photographs free to those who are on the list.

Work on our other book the History of the Tramcars of is well in hand and should be finished in January.

No doubt you have noticed our large issue this month. The increase in pages is a goodwill gesture for the festive season by the Council. For economy reasons we will keep tads far as possible to six pages nest year and look forward to many more interesting articles from our members. We have plenty on the historical side so lets have a few on the modern and current events.

MEMBERS WE HAVE A LIBRARY! And we want you to avail yourselves of it. Tram Tracks, Electric taction and The Modern Tramway are only a few of the many interesting books to be found B U T our library is still in desperate need of more books on ANY trams, etc. matter, train, tram or trolley buses, models, car building, timetables, etc., etc.

If you have any books which you are finished with or which you would like to give to the Library, contact Mr. Owen Weatherhead, the librarian.