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# The TROLLEY WIRE.

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

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15th January 1953.

## STEAM TRAM DESTINATION BOARDS.

By C.C.Singleton.

The following corrections and additions to our article in the last edition of "T.W." have been sent in to us by Mr. Singleton. His statements are of such immense value that we have decided to print them in full.

With the opening of Sydney's first steam tramway between Hunter St. and the Railway via Elizabeth and Pitt Streets in 1879 the only signs exhibited on the motors were calico ones tied to the front apronsplant on the up trams marked "EXHIBITION". There were other words on the sign but they are indecipherable in the phot in my possession.

The exhibition was held on a site in what is now the elevated portion of the Botanical gardens (xx) and was the raison d'etre for the tramway. Destination boards on steam motors were not used till 1891 and they continued till the electrification of steam lines was completed for the greater part about 1902. Isolated steam tramways at Ashfield – Enfield, Manly – Curl Curl, Newcastle and Broken hill used motor destination boards up to about 1902 when roll signs, either full colour type or side type were used. On some runs no less than three names were displayed on two boards, one having two, one above the other.

Colour signs on motors were used from about 1882, nine years before the boards were fitted. They were primarily intended as a guide to the Bridge St. yard foreman in the identification of the incoming trams so that he could make the best use of his accommodation. As a visitor to Bridge St. yard from 1893 onwards I challenge the statement that they arose from the signalman's lamp contrivance. Firstly there was never a signalman there, only a flagman who displayed a red flag to vehicular traffic in Bridge Street in advance of the passage of trams, but who gave no signals of any sort to the trams.

The alleged contrivance for the various colours is manifestly incorrect as destination colours for Bondi, Bondi Junction, Leichhardt, Glebe Point and the Newtown batch could not be shown by this method.

In passing I might mention that the night indications of colours was by one or two lamps side by side, on the apron of the motors which shoed white, red or green as required or combinations of the three colours, but had special shades for the complicated signs abovementioned.

(continued in next issue.)

RETAIN ALL ELECTRIC TRACTION.

page 1.

## PROPOSED TRAMWAYS NO. 6.

PROPOSED TRAMWAYS OF THE ILLAWARRA DISTRICT.

By Gil Hayman.

This is no. 6 of the “PROPOSED TRAMWAYS” series. This & the next article on “The proposed tramways of the Eastern Suburbs” by Gil Hayman is a generalisation of the former articles on this subject.....

When it was decided to electrify the Kogarah-Sans Souci tramway system, certain connections to the then existing systems in that district, and extensions not hitherto served by Tramways were proposed as follows:-

Kogarah-Sans Souci line to Rockdale, Bexley, Ascot & Tempe.

Hurstville, and Enfield to Strathfield, to Dumbleton and on to the Bexley to Arncliffe line.

From the foregoing tram routes, it can be seen that the isolated lines in the St. George district would have been eliminated, and the whole scheme would have become an offshoot of the main Sydney System. By virtue of the varied types of suburbs to be served it was also planned that tourist trams services were to be provided. Indeed “H” class cars No. 739 & 740, and “M” class cars 737 & 738 were to have been on the rolling stock roster for this work. Trams for normal passenger working were to have been the “ST. LOUIS” “G” class cars together with cars of the “E”, “J”, “N” & “K” classes.

Had the construction of this new tramway network been realised Tempe Depot, which was in fact the only part of the scheme ever built, would have become the nerve centre of the new lines, and services were to be run from the Depot to Ascot via Princes Highway, West Botany St., the Rockdale –Brighton le Sands line, General Holmes Drive & Lords Rd. to San Souci, Hurstville, and Bexley. An Inner & Outer “circle” tram service was also envisaged with trams running from Rockdale Stn. to Dolls Point via Brighton and from Dolls Point to Rockdale via Kogarah.

The tramway workshops for this scheme was to have been Wolli Creek where the present per way depot is situated.

The isolated Sutherland – Cronulla line was to have been rebuilt as an interurban line, but it is not known what the design of the cars would have been.

(CONTINUED NEXT ISSUE)

TRUTH IS STRANGER.....

(Printed with apologies)

One night about 50 years ago, a tremendous blue flash emanated from the old Eddy Ave. sub-station near the Railway, blacking out Sydney’s trams and hauling a drunk out on the roadway, (continued page 5)

STEAM TRAM NOTES.....

The steam trams of Sydney were very versatile and earned very good profits. Some of the services operated by steam trams included:-

Newspaper Delivery	Goods Service
Mail Carriage	Construction Work
Funeral Traffic	Water Conveyance
Electric Tram Towing	Light Railway Shunting
Branch Railway Operation	Shipping Transfer Work

Apart from all this they were often hired for Lodges, Balls, Tours, Picnics, Boat Races, to enumerate a few traffic earnings, in fact it can be said that steam trams helped to build Sydney in more ways than one.

If you lived at Bondi, Watsons Bay, Double Bay or Randwick in “the good old days” you could post your letters on the trams and be assured of an express delivery service. Upper Tamarama (outside Coopers butchers) was the terminus of the Bondi express mail tram which ran non-stop to Bridge St., coining the expression “shooting through like a Bondi tram”. These trams had second and first class accommodation. At the Tea Gardens, Bondi Junction steam trams shunted on a triangle “shunt line” at the side of the present Tea Gardens Hotel. Express Bondi mail trams has a red sign “THROUGH” and were assisted up Barrack Hill by an extra motor. Six car trams at Christmas mail time had a third motor in the rear to help them up the hill. Telegraph operators at Paddington post office kept head office posted with the trams “up hill” progress.

Soldiers from Victoria Barracks often travelled on these trams to avoid being posted A.W.L. The only stops were Tea Gardens and Paddington Post Office, the latter stop being a mail stop.

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If you have any stories or articles on the early steam tram lines or services which are O.K. for publication send them in to us.

Any member who has anything he wishes to exchange or sell to fellow members. Just drop us a line with your “advert” in and we will do the rest. This is your Bulletin so use it.

This is the first issue of the second series. It was decided to cut out Vo.1 No. 12 so as to the issues would coincide with the months.

Back copies of the Bulletin are available at 6d a copy all issues, 1 and 2 excepted. Should any member want extra copies of certain pages only out of the Trolley Wire these can be obtained 1d per page.

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## Opening Dates of Sydney Tramway Extensions. No.4.

## MTTCHELL RD.

22- 1-1902. Raglan St. (Botany Line) – St. Peters Bridge, Alexandria.

## CREMEONE.

18-12-1911. Spofforth St. – Cremorne Wharf.

## NEUTRAL BAY.

25- 6-1900. Neutral Bay Junction – Neutral Bay Wharf.

## SUTHEERLAND.

12- 6-1911. Sutherland station – Cronulla (Shelley Beach Park).

## FOREST LODGE JUNCTION – LEICHHARDT, ROZELLE, FIVEDOCK, ABBOTSFORD.

18- 6-1883. Forest Lodge Junction – Johnson Street.

1- 5-1884. Johnson St. – Short Street, Leichhardt.

10-12-1887. Short Street – Leichhardt terminus.

14-10-1890. Marion St. Junction – Fivedock.

1- 8-1893. Fivedock – Abbotsford.

6- 5-1912. Leichhardt – Rozelle (1st section.)

23-12-1912. Leichhardt – Rozelle (2nd section.)

## NEWTOWN BRIDGE – COOK'S RIVER.

24-12-1891. Newtown Bridge – St. Peters.

6- 8-1900. St. Peters – Cooks River.

1- 1-1917. Victoria Rd. Marrickville – King St., St. Peters.

Cooks River – Wolli Creek Yards, Arncliffe.

## WATERLOO, BOTANY – ZETLAND JUNCTION.

17- 5-1882. Railway Gates – Botany.

7- 4-1906. Lord's Rd. Junction – Ascot.

20-11-1906. Extension of Ascot line.

22- 3-1913. Cleveland St. – Redfern St. via Regent St.

22- 3-1913. Castlereagh St. – Elizabeth St. via Redfern St.

Rosebery Park Racecourse. (Siding at Gardiners Rd. Junction.)

## ZETLAND &amp; DOWLING ST. CAR SHEDS.

22-12-1902. Foveaux St. Junction – Bourke St.

28- 8-1908. Zetland Terminus – Dacey Ave. via Dowling St.

1- 3-1909. Zetland Terminus – Botany line via Bourke St.

22- 3-1913. Baptist St. – Elizabeth Street via Phillip St.

Zetland Terminus – Rosebery.

## REDFERN – MOORE PARK.

25- 8-1891. Castlereagh St. – Anzac Pde Junction.

25- 8-1891. Connection to Cricket Ground Loop.

2-10-1909. Castlereagh St. (Chalmers St.) – City Rd., Darlington.

15-12-1909. Regent St. (Cleveland St. – Meagher St.)

## GEOGE STREET AND PYRMONT.

8- 9-1899. Circular Quay – John St., Pyrmont.

27- 3-1911. Quay St. Junction – Harris St. via Ultimo Rd.



The Council have reserved a room at the Railway Institute, Devonshire Street, Sydney, on the first Friday of each month May to October this year.

The idea behind this is to provide meeting nights (not general meetings) Free from business which will still be conducted at the general meetings, in order to allow our members to get to know one another better. For some time now your Council has been worried over the lack of a permanent meeting room where we could hold all sorts of functions necessary for the well-being of our Association. These meetings will commence at 8 pm. sharp and will be

composed of lectures, film evenings, informal talks, photograph nights, auctions and anything else you wish....

You are requested to attend and bring along your friends, male or female, and introduce them to our Society in a friendly air free from the necessary evil of business.

BUT.... These meetings will only continue only as long as the attendance at the general meetings does NOT decline excessively. For further information consult the Secretary.

Owing to unforeseen circumstances we regret to announce that the proposed tour in our L/P class tramcar No. 154 will be postponed indefinitely.

It is hoped, however, that one day the Association will have the pleasure of travelling in its own tram on the Sydney Tramways.

The Waverley "O" class cars were noted as working on the Railway Colonnade – Circular Quay run during the week. 2063 was noted working from Dowling St. Depot.

The remaining L/P cars in storage in Ultimo and Tempe Tram Depots were recently taken to Randwick Workshops for breaking up. The Association's tram No.154 is now the last surviving tram of that class. It is assumed now the "O" cars will shortly have their ranks reduced by several hundred cars.

Be sure to attend the February meeting and hear Mr. K. Winney speak on "Time Table construction".

Further copies of our publication "Tramways on the Illawarra" will be on sale at the February meeting. So place our order early.

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This Bulletin is published and printed for and on behalf of the Council of the Australian Electric Traction Association (N.S.W. Branch) by K. McCarthy, N. Chinn and B. Parle at 17 Delves Street, Mortdale N.S.W.

Continued from Page2: It appears that the aforementioned drunk has seen a marked resemblance between the power station and a certain essential public building, his ensuing action on the dynamo causing the blowout. Subsequently, a very sober gentleman was taken to Hospital for treatment....

(G.H.)

