

ISSUED FREE ON REQUEST TO NEW SOUTH WALES MEMBERS

The Trolley Wire

THE OFFICIAL ORGAN OF THE NEW SOUTH WALES BRANCH OF THE A.E.T.A.

Vol 2 No 2.

EDITION NO. 13

February 1953.

This issue of "Trolley Wire" represents the first issue of the second year of publications of the New South Wales branch monthly bulletin. A year has passed since the first number, a three page news sheet, was handed out to the members present at the February meeting of last year. The printing of this magazine was made possible by the purchase early in 1952 of a Fordigraph duplicating machine, which investment, we hope you will agree, was a timely one. From a small private venture of the founders, Mr. N. Chinn and Mr. K. McCarthy, the bulletin has progressed to its present six page size full of varied and interesting articles on tramway operations, both past and present, not only dealing with New South Wales tramways, but those of other states as well. Whilst this magazine is a spare time effort on the part of two or three members, we still depend on you as members for practical support in the shape of articles and items of tramway interest in order to carry on publication. In this respect our especial thanks are due to Messrs. K. Brammall, D. Stewart and G. Hayman for current interest and historical articles, to Messrs. C. Singleton and K. Winney for contributed matter, to Mr. A. Perry for map data on interstate tramway systems, to Mr. F. Andrews of Brisbane, who has kept us abreast of developments there, and to all those who have helped us at various times.



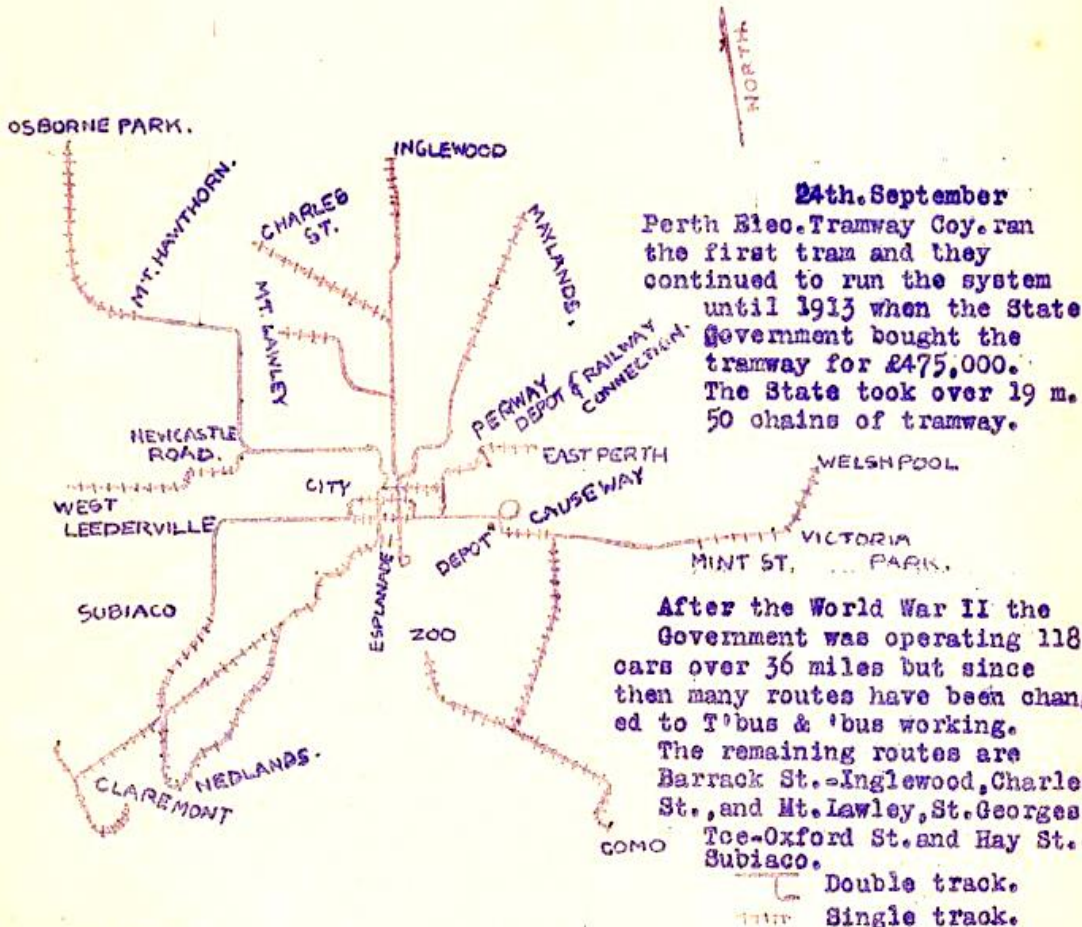
1st Birthday

Branch activities during our first year have included one tramcar and one trolleybus tour in Sydney. A tramcar and trolleybus tour were also held in Brisbane, when an attempt was made to form a branch in that city. Members have had much pleasure in hearing several interesting lectures during the year, and congratulations are due to Mr. H. Matthews for his excellent talks on the Victorian Provincial tramways, and to Mr. I. Brady for his lecture on the London tramways.

THE PUBLISHING STAFF

THE TROLLEY WIRE.

Vol.2 No.2.



24th. September
 Perth Elec. Tramway Coy. ran the first tram and they continued to run the system until 1913 when the State Government bought the tramway for £475,000. The State took over 19 m. 50 chains of tramway.

After the World War II the Government was operating 118 cars over 36 miles but since then many routes have been changed to T'bus & 'bus working. The remaining routes are Barrack St.-Inglewood, Charles St., and Mt. Lawley, St. Georges St., and Tee-Oxford St. and Hay St.-Subiaco.

Double track.
 Single track.

W.A.G.T.
PERTH TRAMWAYS

Map by A.W.PERRY.
 (17-11-52).
 When all routes were in operation

SYDNEY NEWS

The transport Department has issued a new working orders under the title of "Instructions to Tramway Traffic Staff". This book replaces the old and very out of date 1937 Working orders. The new book is well put together and contains much of interest to Electric Traction fans. (for tramway staff only.)

Copies of the "Tramways on the Illawarra" are still available at 3/6 each.

The following list covers all meetings for the N.S.W. Branch for 1953.

MONTH	DAY	DATE	TYPE OF MEETING
March.	%	6th	Lecture Night
"	@	19th	General Meeting (Auction Sale)
April.	@	16th	General Meeting
May.	%	1st	Fan Night (Debates, Photograph exchange, etc.)
"	@	21st	General Meeting
June.	%	6th	Lecture Night
"	@	18th	General Meeting
July.	%	3rd	Fan Night
"	@	16th	General Meeting
Aug.	%	7th	Lecture Night
"	@	20th	General Meeting (Nominations for Elections.)
Sep.	%	4th	Fan Night
"	@	17th	General Meeting (election of officers.)
Oct.	%	2nd	Lecture Night
"	@	15th	General Meeting
Nov.	&	12th	" "
Dec.	@	17th	" "

NOTE... Abbreviations - % First Friday. & Second Thursday. @ Third Thursday.

Track relaying in Elizabeth St. City and Regent St. North junction are well under way and will soon be completed. 54 W has had a repaint (of a sort) and is now a "shade" of black. 113 W is still used at times as a mule in Wolli Creek yards. A tour will be held in "P" car No. 1481 from Ultimo upon the closing down of the Depot. The route will be over all lines normally worked from Ultimo. 139 S is still in Randwick Workshops completed but awaiting certain electrical equipment. It is not yet known if 1295, 1296 "K" will be converted to service vehicles but all indications point to it.

Rumour (once again) has it that another freight car will be commissioned. Would some member PLEASE send in news. Published by the Council of the N.S.W. Branch of the A.E.T.A. and printed by B. Parle & N. Chinn at 17 Delves Street, Mortdale, N.S.W.

Opening dates of Sydney Tramway Extensions. No. 3.

OCEAN STREET.

- 19- 9-1894. King Street-Ocean Street.
27- 2-1911. Foot of King Street-Erskine Street Wharf.

ROSE BAY.

- 4-10-1898. Ocean Street-Rose Bay Wharf.
10- 9-1900. Rose Bay Wharf-Dover Road.

SOUTH HEAD.

- 11- 5-1903. Dover Road-Watsons Bay Signal Station.
18- 6-1909. Signal Station-Watsons Bay Wharf.

MILLERS POINT.

- 19- 8-1901. Quay Fire Station-Millers Point.

HENDERSON ROAD.

- 25- 3-1907. Mitchell Rd.-Erskineville Rd.
3- 5-1909. Erskineville Rd.-Railway Station.

LA PEROUSE.

- 11- 8-1902. Little Bay-La Perouse.
31- 1-1916. Coast Hospital Balloon Loop (Flower's loop).

CLEVELAND ST.-LITTLE BAY.

- 12- 9-1900. Cleveland St.-Kensington Races.
22-10-1900. Kensington Racecourse-Rifle Range.
26-12-1900. Bunnerong Rd.-Randwick Racecourse.
19-12-1901. Rifle Range Junction-Little Bay.
30- 9-1907. Cleveland St.-Ascot St. (3rd road in Anzac Parade.)
6-11-1907. Dacey Avenue. (Anzac Parade-Dowling St.Depot.)
21- 3-1921. Maroubra Junc.-Maroubra Beach.

BOTANY CEMETERY.

- 11- 8-1902. Botany Terminus (Springvale)-Yarra Junction.

NEWTOWN-&-DULWICH HILL.

- 2-10-1882. City Rd. Junc.-Newtown Bridge.
31-12-1881. Newtown Bridge-Marrickville. (Isolated line for 10 mths).
14- 8-1889. Marrickville. (Illawarra Rd.)-Dulwich Hill.
25- 1-1909. Addison Rd.
9-11-1912. Marrickville-Undercliffe.
15- 3-1913. Livingstone Rd.-Petersham Station.
21- 6-1913. Dulwich Hill-Hurlstone Park.
11- 1-1915. Hurlstone Park-Summer Hill.
28- 9-1914. Petersham Stn.-Norton St. Leichhardt.
4- 7-1921. Hurlstone Park-Canterbury.
-1924. Undercliffe-Earlwood.

ERSKINEVILLE.

- 25- 1-1909. George St. Sydney-Erskineville. (via Golden Grove.)

Proposed Tramways No. 6.b.

PROPOSED TRAMWAYS OF THE ILLAWARRA DISTRICT.

(Continued.)

By. Gil. Hayman.

While all these schemes were acceptable to the residents of the locality some forty years ago, their attitude became some what reversed ten years later, and, as a result of this and other factors the scheme lapsed, the Kogarah, Sutherland, and Arncliffe lines remained steam worked and isolated until their abandonments in 1937, 1932 and 1926 respectively. In so far as the Kogarah system was concerned, electrification nearly came, the tracks were bonded and an extra line was laid along Rocky Point Rd. and to Sandringham, but was never used and this track was removed in 1948 and laid in George St., Sydney. The Kogarah line was closed during the height of Sydney's trolley bus "mania" and this was the last steam line operated by the Government.

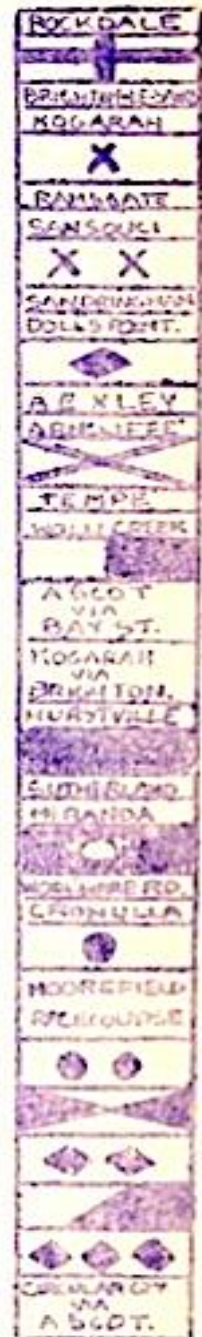
The Sutherland-Cronulla line would have run up to the opening of the Sutherland-Cronulla electric railway in 1939, but private bus competition between Kogarah and Cronulla after the opening of the Georges River Bridge caused its early closure.

The Arncliffe-Bexley line died a death of under patronage, whilst the electric Rockdale-Brighton line came to an end during the Governments omnibus "mania" during the early post war years in Sept. 1949.

In summing up the general resume, the only remaining part of what was to be a large tramway network is Tempe Depot, and it is regretted that the schemes of forty years ago were never brought to fruition, as the transport scene in Sydney and the Suburbs might have been a lot different of what it is to-day.

At the right is a destination roll submitted to Progress Associations and other bodies along the proposed lines by interested tramway employees. Provision was made for 31 signs which allowed for expansion. The only use ever made of the blue colours is found in the late signs of BONDI and ROSEBERY.

An interesting article by Gil. Hayman will be found in the next edition of "Trolley Wire."



N E W S F R O M B R I S B A N E

Like all other transport undertakings Brisbane has a financial problem to solve. The two alternatives are to raise fares or introduce drastic economies, and the latter course appears to have been taken, as the following has been observed in recent weeks:-

No new trams have appeared in service since No. 533 which was first seen on September 19th 1952, this car having resilient wheels. It operates from Paddington Depot.

No more have been made to extend the Cavendish Rd. or Stafford tram routes. Very little track relaying as compared with recent years is in progress. Parts of the Valley Junction (Brunswick St. and Ann St.) are being relaid at present (30-1-53).

Operation of four and eight wheel cars of the toastrack type in peak hours now seems to be the exception rather than the rule, whereas twelve months ago they were quite a common sight.

One-man motor 'buses are operating on the new trolleybus route from Prospect Terrace to Cavendish Rd. on Saturday afternoons and Sundays. The trolleybuses are two man operated.

Advertisements on the outsides of Council 'buses are to be introduced, and this scheme is planned to return a revenue of some £16,000 per year.

THE REASON FOR THESE ECONOMIES

Tram and 'bus revenue between July and October dropped by £20,246 and the trams are carrying fewer passengers, whilst the 'buses are even more adversely affected, as very few 'bus routes in Brisbane are now paying their way. Running costs for one-man 'buses are 3/9 per mile on weekdays and 4/9 per mile on weekends when time-and-a-half rates must be paid to employees.

The Transport Manager (Mr. Quinn) was to have retired in December last year, but as the Council have been unable to find anyone to replace him, Mr. Quinn has been asked to remain in office for a further twelve months and train a suitable man for the position.

The Council are considering the restoration of the tram stops outside the G.P.O., these stops having been removed some two years ago in an effort to speed up the flow of City traffic. The tram and 'bus stops near the entrance to the City Hall in Adelaide St. will soon be reversed. At present intending tram passengers have no shelter from the rain, but when the safety zone is moved towards George St. they will be able to shelter under Kelvin House. -----

- continued on next page

NOTICE

MEMBERS.... The Council have arranged a tour to take place in about 3 or 4 weeks. This tour will be somewhat different from any other as it will be held on board a ferry.. Briefly a ferry will depart Circular Quay making a call at all past and present tram – ferry connections on Sydney Harbour, eg. Watsons Bay Redbank Wharf, Parramatta and The Spit. The tour is to take place on a Sunday and will be of a picnic nature, your Mothers, Fathers, sisters and brothers or any other relation can come along and make it a family day out. A stop will be made for lunch at a suitable ground and anywhere required for photographs etc. We feel sure that this slight “change” from the ordinary will be welcomed by many members. (or their parents.)

Members will be notified further by letter so be ready.

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An AUCTION SALE will be held at the next general meeting March 19th 1953. Members are asked to bring along items to be auctioned. REMEMBER it is these little functions that give you a free monthly Bulletin so we ask you to support them.

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You are asked to make a special note of the two lectures which have been arranged for your interest. They are: APRIL.. Mr. Goodman Dynamic Braking on 2029.
May... Mr. Glanfield Track Construction in Sydney.

Both these lectures will take place at the general meetings. Your attendance at these meetings is particularly requested.

% % % % % % % % % %

A debate has been arranged for the Fan night on March 6th. Those interested should be along early and join the particular team of interest to them.

DEBATE... “The ideal transport for the Warringah Shire “

Steam Railway ----- or ----- Electric Interurban

Those not interested in the debate can come along and hold general discussions at the back of the hall.

The Council wish to thank those members who, in spite of adverse weather, came along and made the first fan night a complete success. There has not yet been time to take a poll among members regarding these nights bit all indications point to the extra meetings remaining as a feature of A.E.T.A. activities.

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We are a bit disappointed at the response from members to our appeal for more items for our library. If this important feature of our society is to progress then members will have to do a lot more towards contributing literature.