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The Trolley Wife

A.E.T.A. SYDNEY BRANCH BULLETIN

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MODERN TRAMCARS

The delay in introducing modern P.C.C. tramcars in Australia is due, it appears, not only to technical and financial reasons but to doubts as to whether modern travel is a good thing for the nation and especially whether present day Australians can be trusted with Science's latest contribution to the media of mass transportation.

Denial to the travelling public of P.C.C. transportation is censorship of modern commuting habits. It is typical of the attitude of the official mind towards the public. It is strange indeed that with all the advances in bus transportation our transport officials appear to be afraid of the new medium of the P.C.C. car. Indeed it would seem that there is deep official concern for the effect on the public mind of a form of transportation so fascinating as the P.C.C. car which would inevitably reverse the tendency of Sydney's transport to be more and more non-rail transport. There is, perhaps, an anxiety that introduction of P.C.C. tramcars might not be as beneficial as their proponents suggest, but it should not be necessary to distrust their introduction since the same principle should apply to modern street cars as apply to modern buses.

Private bus line operators have set their own standards of modern service on the feeder routes they operate, and a publicly owned tramway system is surely in the more fortunate position that although it may lack the stimulus of competition it can afford modern equipment such as the P.C.C. car much more easily than small private operators can afford the latest type of equipment. It simply amounts to this: whether or not the transport authority accepts its obligation to the travelling public by acknowledgements of its own confidence to operate a modern P.C.C. tramcar service. The risk of street passenger transit systems in some States entirely breaking down financially cannot be disregards, and for this reason those who responsibility it is should be eager to offer the public the most modern type of service that can deserve.

Continued on next page.

STORED CARS AT "TEMPE DEPOT" AS OF 6.3.53.

806, 830, 831, 850, 851, 858, 860, 862, 863, 864, 868, 869, 870, 872, 901, 912, 821, 924, 928, 929, 930, 931, 932, 933, 934, 936, 937, 938, 939, 940, 941, 942, 944, 945, 946, 947, 987, 1008, 1013, 1019, 1022, 1023, 1025, 1026, 1133, 1156, 1177, 1188, 1189, 1192, 1691.

Electrification of the Western Line is progressing steadily, the erection of stanchions is well under way on the section around Kingswood. Although the main depot of the contractors is at Blacktown one work train is stabled at Penrith. This train is easily distinguished by its distinctive colour, the light grey standing out among the drab black. These are, by the way, leased from the Railway Department.

The method of laying the foundation for the overhead poles is quite interesting. First the men dig out the holes to the required size, board them up ready to take the cement then cover them up with a "cover". When the work train arrives they remove the lid and draw up the cement car alongside the hole, this car is fitted with a chute which protrudes out the bottom of the car and by means of an extension is directed over the hole and the cement poured straight in, a piece of greased wood being fitted in the centre for removal later to form the hole for the post.

When the steel poles are placed in position the procedure is the same, the crane car is attached and simply lifts up the post from the flat car and drops it into the waiting hole. The new station layout for Penrith will, among other changes, see the present No. 1 platform become an island platform with a new and improved entrance.

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127 S is in Randwick for repairs. Still no news about Ultimo but keep your eyes open. One day last week some noble citizen of our fair city, no doubt thinking he was assisting the Department's "scrap-our-trams" policy removed three spans of overhead wire and fittings from the Yarra Bay line. The removal of tram rails from King Street (between Ellis St. and George St.) is now almost complete. No start has yet been made to remove the line under the Railway in Hay St, The exclusive use of corridor cars on the Maroubra and La Perouse lines on Sundays seems to have died a natural death.

MEMBERS... Don't forget the harbour tour on the 12th April. Tickets 6/- each.

Cinesound have made available to members of the A.E.T.A. 6 different photographs taken from their newsreel, of the closing of the Kogarah steam trams. For further information, contact Mr. Young or Mr. Chinn.

DON'T FORGET THE NEXT FAN NIGHT FRIDAY MAY 1st ... bring along a friend.

Copies of the Illawarra Tramways are still available at 3/6 per copy.

The response to our appeal for book for the library is still rather poor to say the least. Surely some members have some books they can donate to the library?

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THE TRAMWAY AND FERRY CONNECTING SERVICES OF SYDNEYBy G. L. JohnsonNo.1 – KING ST. SERVICE

It is proposed in this series of articles to mention the various tramway and ferry connecting services which over the past seventy years have played a major part in Sydney's transport problems. From this it will be seen how trams and ferries have co-operated in feeding passenger traffic to each other.

The King Street – Ocean Street tramway was opened in 1894, and connected at the King Street end with ferry services to Parramatta River, Lane Cove River, Bald Rock, Balmain, Pyrmont, and Annandale. King Street Wharf must have been a very busy place in peak hours with cable dummies and trailers clanging their way up King Street, and the gentle thud and high pitched whistles of the steam ferryboats, both screw and paddle.

In 1903, the Lane Cove and Parramatta services moved to N. 6 Jetty Circular Quay, and about the same time the Balmain and Bald Rock ferries transferred their activities to the present day wharf at the foot of Erskine Street. The Pyrmont service was cut out about this time, and the Annandale service ran till 1906, leaving from the small wharf to the left of the existing Balmain Wharf.

In 1900, Mr. T. Henley commenced a ferry service on Iron Cove. The city terminus was at Erskine Street and the wharf is now used as a depot for Stannard Brothers' marine services. Henley's ferries called at Cove St., Punch St., Elliott St., Bridge Rd., Thompson St. Drummoyne, Rodd Island, Leichhardt, and Haberfield. The service was later taken over by the Balmain New Ferry Co., but only lasted until 1910.

The King Street line was electrified on 1905, and was extended to Erskine Street in 1911.

Progress reaps curious results, and a present day observation will show that the popular King Street tram with its combined tram-ferry-tram tickets extending from Rozelle Junction to George Street is no more, its place having been taken by a poorly patronised 'Cook's Tour' bus service, and the Balmain ferries are but a shadow of their former glory. The Bald Rock ferry now only does several trips in the peak hours, mainly for the convenience of wharf labourers and employees at several large industrial establishments on White Bay. The Pyrmont, Annandale, and Leichhardt ferries are merely hazy recollections. It is interesting to note that prior to their acquisition by Sydney Ferries Ltd., the Balmain New Ferry Co., which operated the Balmain, Bald Rock, Lane Cove River, Pearl Bay, and Middle Harbour excursion services, were the acknowledged leaders in ferryboat design with their speedy, manoeuvrable 'Lady' type vessels, almost all of which were named after the wives of State Governors and Governors-General.

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A FURTHER ARTICLE IN THIS SERIES WILL APPEAR IN NEXT MONTH'S ISSUE

THE PROPOSED TRAMWAYS OF THE EASTERN SUBURBS

By Gil. Hayman,

In presenting this number of our “Proposed Tramways” series, it will be of interest to note that a public transport service operates on nearly all of the projected lines described in this article. It is to be regretted that the services are provided by omnibuses and not by trams, as was the original intention.

In the early 1920’s, when tramways were looked upon with much more favour than they are today, proposals were put forward for an extension of the Bondi line to Dover heights. Further branches from the Bondi tramway were planned, leaving the main line at or near Bondi Junction for the following suburbs:- (a) to South Had Cemetery, where a junction was to have been made with the Watson’s Bay line. This route was to have joined the Bellevue Hill tramway at Victoria Rd., which point it would follow the present day 333 ’bus route to the Cemetery. It was intended to run a tram service from Bondi Junction right through to Watson’s Bay on this new line.

(b) to Rose bay via Victoria Rd.

(c) to Double Bay Pier via Bellevue Hill.

The two last mentioned lines are now served by ’bus routes Nos. 315, 330, 358, 365, and 375.

(d) to Tamarama Beach via Birrell St., which proposed tramway is now served by ’bus routes Nos. 79 and 313.

In 1912, the Public Works Committee considered plans for a tramway to be built from Bondi Rd. to Bronte, the route to follow York Rd., Birrell St., and Murray St. The estimated cost of the new line was £49,445, but after due deliberation the Committee rejected the proposal.

Again, in 1915, a scheme was put forward, this time for a line from the Bellevue Hill tram route to join the Watson’s Bay line at a point near Double Bay. In this case the cost was assessed at £30,377, but once again the Committee negatived the idea.

A rather ambitious scheme was put forward for a single track tramway from Bondi Beach to La Perouse, and serving the following intermediate resorts:- Tamarama, Bronte, Clovelly, Little Coogee, Coogee, Lurline, Maroubra, Little bay, and Long Bay. This line would have run more or less along the waterfront between Bondi and La Perouse, and viaducts, similar to the West Bush Viaduct on the Bellevue Hill line, were to have carried the tramway over the beaches served.

This article will be continued in next month’s issue.

STEAM TRAM DESTINATION BOARDS.

By C.C. Singleton. Continued.

These had the designs in colours in a lead light glass and were quite hopeless from the public's point of view in determining destinations. Some help was given by the introduction, not later than 1893, of brass stencil plates curved to fit the upper arc of the large kerosene headlamps, which were lower down on the boiler level than in recent years. These had the termini names but sadly abbreviated.

SIDE BOARDS ON TRAILERS.

Side boards on trailers apparently came in right from the start, and lasted till 1899 when they were replaced by the new roll pattern as fitted to the electric trams in George Street as side signs. They had black letters on a white background. Coloured roll indicators for end signs of electric tram came into use for these new electric trams to the Railway and Pymont. Previously revolving boards on sides and on the Rose Bay line the ends as well were used.

.....concluded in the next issue.

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M E M B E R S

Messrs H.E.C. Robinson, the well known map publishers have offered to A.E.T.A. members copies of an early official tramway map for the sum of ten shillings per copy. The map is approximately 2' x 3' and includes all Sydney steam and electric lines except those added after 1926. This offer is open only for a short time, and members who desire a copy should contact the Secretary as soon as possible.

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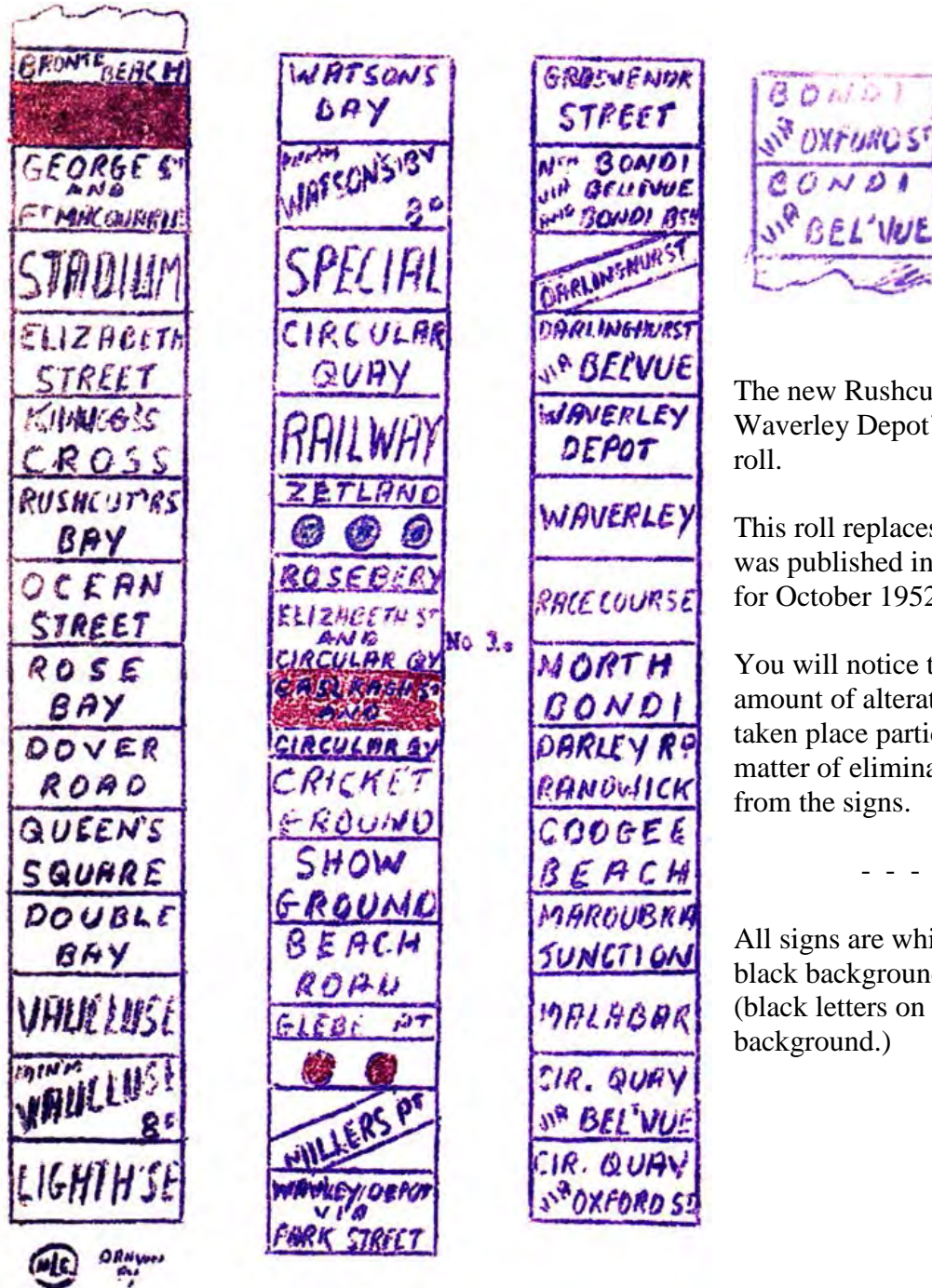
Last month the Secretary received a letter from the Australian Model Railway Association for fine standards, and that body is endeavouring to correlate the various track and wheel dimensions used in Australia in both 16.5mm and 1 1/4" gauges.

Through the co-operation of the British Railway Modelling Standards Bureau, B.P.R., Fleet Scale Model Railway Equipment Co., Mr. A. Goode, National Model Railroads Association, "O" Gauge House, Robilt Trains and others, a set of provisional standards has been prepared for the two abovementioned gauges. These provisional standards are being circulated to all interested societies and persons for comment and criticism, and as it is desired that the standards finally adopted will satisfy as many modellers in the Commonwealth. When the standards are finalise and approved all the manufacturers mentioned will abide by them as and when new lines are produced. Interested members may obtain a copy of the provisional standards by contacting The Secretary, A.M.R.A., 105 Blake Street, Reservoir N 19, Victoria

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M E M B E R S..... Where are your advertisements ? This space is available free of charge to members wants.

Wanted. January 1951 copy of the Railway Magazine. Will pay 5/- for a clean copy.
URGENT apply B.J. Parle, 10 Karuah Road, Turrumurra N.S.W. JJ3526.



The new Rushcutters Bay and Waverley Depot's destination roll.

This roll replaces the one that was published in Trolley Wire for October 1952.

You will notice the large amount of alterations that have taken place particularly in the matter of elimination of colour from the signs.

All signs are white lettering on black background. Except No. 1 (black letters on a white background.)