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The TROLLEY WIRE

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TRAMWAY AND FERRY CONNECTIONS SERVICES OF SYDNEYNo. 3 – NORTH SHORE.By G.L. Johnson.

The first tramway installation of the North Shore was a cable line connecting Milson's Point Ferry Wharf with the heights of North Sydney (or St. Leonards, as it was then known) at Ridge Street, which was opened in 1886.

Ferries had been operating between the City and the North shore since 1842 though the first company to enter the trade was the Milson's Point Ferry Coy. in 1861 which was reformed into the North Shore Steam Ferry Co. in 1878.

An extension of the cable line to Lane Cove Rd. (now Crows Nest) was opened in July 1893 followed by an electric extension to Spit Junction two months later. The terminus of the cable tram at Milson's Point was in a large arcade building owned by the Ferry Coy., and which was a North Shore landmark right up to its demolition in 1924.

The cable line was electrified in 1900 and the Hornsby-St. Leonards railway was extended to Milson's Point in 1893, the railway station being adjacent to the arcade and ferry wharf.

A large re-organisation of the North shore tram services was made in 1909 when the Lane Cove and Chatswood lines were diverted to a new terminus at McMahon's Point and the Lavender Bay ferry's services were improved to cope with this alteration in traffic movement.

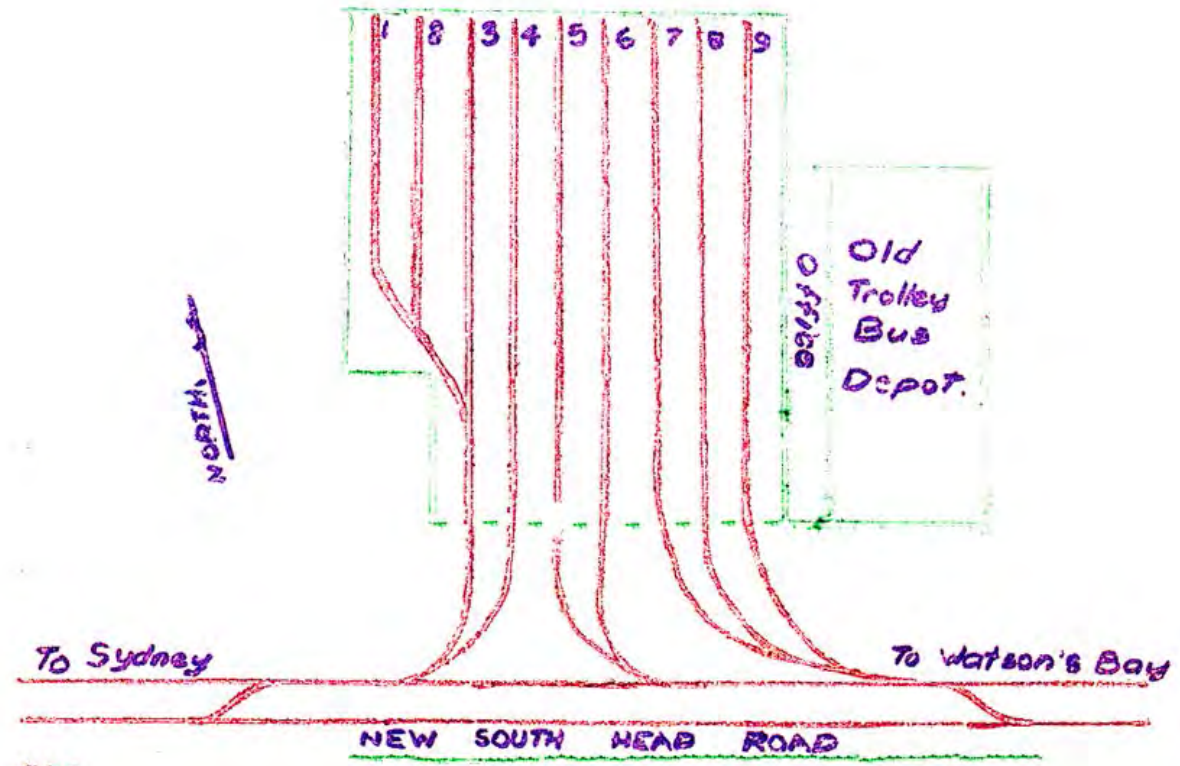
Advanced progress of the Bridge construction plan in 1924 necessitated the removal of the Milson's Point arcade building, railway station and tram terminus at Milson's Point and a new location was chosen further along the eastern shore of Lavender Bay. This position is now occupied by Luna Park. The tramline was re-located to a new terminus at Glen Street, which was opened on the 29th of July 1924, and connection to the ferry pontoon was by escalators and a lift. The arcade was demolished and its position is now marked by the northern Bridge pylon.

The opening of the Sydney harbour Bridge in March 1932 saw the diversion of all trams terminating at Milson's Point and McMahon's Point to the eastern tracks of the Bridge and the use of Nos. 1 & 2 platforms at Wynyard and Milson's Point Stations. The Bridge naturally made the Milson's and McMahon's Point ferry service redundant and they ceased to operate immediately the bridge was opened. A number of ferry vessels which had reached the end of their economic life were written off and sold for scrap.

What had been Sydney's busiest interchange point closed down overnight and the only sign to show what facilities were located there, are the tracks leading to the North Sydney Car Sidings.



RUSHCUTTER'S BAY DEPOT.



K.M.C.

Opening dates of Sydney Tramway extensions.

FOREST LODGE-ANNANDALE-BALMAIN-BIRCHGROVE.

- 2- 5-1892 Forest Lodge-Pymont Bridge Road- Gordon Street-Evans Street-Merton Street
- 24-10-1892 Merton Street-Gladstone Park Balmain.
- 24-11-1902 Gladstone Park-Nicholson Street.
- 14- 9-1903 Nicholson Street-Darling Street Wharf.
- 28- 1-1908 Epping Junction-Booth Street Annandale.
- 10- 4-1910 Lilyfield Piper Street.
- 8- 8-1917 Commercial Road Bridge- Barnes Street Junction.
Robert Street-New Abattoir Road Terminus.
- 8- 8-1917 Darling Street-Birchgrove.
Piper Street-New Abattoir Road Terminus.
Moore Street-Leichhardt Depot-Norton Street.

DRUMMOYNE-RYDE.

- 29-12-1902 Darling Street Junction-Parramatta River (Drummoyne).
- 13- 6-1910 Parramatta River- Hattons Flat Ryde.
- 7- 9-1914 Church Street Junction-Ryde Station.
- 19- 5-1951 (Reopening) Lyons Road Drummoyne-Parramatta River.

WOOLLOOMOOLOO BAY.

- 9- 8-1915 College Street Junction-Woolloomooloo Bay.
- 17- 4-1914 Extension to McQuades Point.
- 18- 8-1918 Extension to No. 2 Shed on No. 1 Wharf.
- 9-1927 College Street Line.

MANLY.

- 14- 2-1903 Esplanade-Curl Curl.
- 14- 4-1910 Curl Curl-Brookvale.
- 9- 1-1911 Spit-Manly.
- 3- 8-1912 Brookvale-Collaroy.
- 8-12-1913 Collaroy-Narrabeen.
- 21-12-1925 Queenscliffe Road-Harbord Beach.
- 14- 4-1910 Brookvale-Alfred Street Brickworks.
- 14- 4-1910 Cargo Wharf Manly.

ARNCLIFFE.

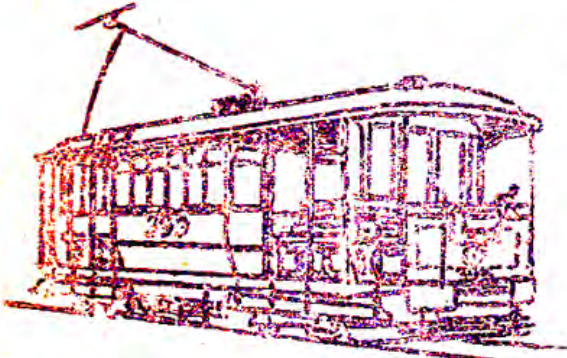
- 13-10-1909 Arncliffe Station-Predy's Road Bexley

KOGARAH.

- 10- 9-1887 Kogarah Station-Sans Souci.
- 24-12-1908 Kogarah Loop.
- 3- 7-1937 Kogarah-Rockdale (Trolley bus).

ROCKDALE.

- 11-1885 Rockdale-Brighton-Le-Sands.
- 17- 6-1914 Bay Street-Depot. (Government purchase of line.)
- 28- 3-1929 Bay Street-Teralba Road.



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Sydney
New South Wales

2068, 2069, 2070, 2071 at North Sydney Depot on the centre road. 1012 "O" car has been transferred from Rozelle Depot to Fort Macquarie Depot for two weeks for instruction purposes. "P" car No. 1513 was fitted up with an extended frame made of wood during the week of 11 / 15th May. This platform had a rail around and looked more like an observation platform being some 6ft in size. Upon the platform was mounted a movie camera from Cinesound facing the drivers cabin, which by the way had the windows removed.

The car performed up and down the "third road" in Anzac parade all day on the 12th, shots being taken from all angles, the ones from the platform were of the driver who put the car through its paces doing all the various brake application and emergencies.

"O" car 1443 has, except for the raised destination boxes, been converted back to a standard "O" car. This involved the removal of the three blinds from each compartment.

MEMBERS. Those interested in the next tram tour to be held on 28th June please contact the Secretary as soon as possible.

A T T E N T I O N..... Any member interested in joining a TRAMWAY HISTORICAL SOCIETY see Mr. Chinn or Mr. Morris as soon as you can. Further information available from those persons.

Track relaying is progressing well in some sections the very bad junction at Railway Square is now complete and a good job. MILLER ST., North Sydney now reservation... This surprise you? Well, after the recent rain the road resembles open ballast track work. Our suggestion is to complete the job the rain started, add a bit more blue metal and we will have a track free from the interference of motor traffic.

From Monday morning the 27-4-1953 the iron Cove Bridge signal box has been rendered redundant, and the trams are now signalled across the bridge by the "bush telegraph system", Notices are now placed at each end of the bridge reading thus: TRAMS MUST NOT PASS ON BRIDGE. City bound trams to have preference in crossing bridge.

The signals and box are still in place and we suppose they will be used during heavy fogs in the winter.

A S S O C I A T I O N N E W S .

By R. Young

Sydney Branch Secretary

CAR-RIDING:- Members are informed that as from 1st May 1953. Monthly car riding tours will be organised and conducted by Mr Arthur Perry who has been elected to this position by the Council. Mr. Perry succeeds Mr. Barry Craig. The next tour over the Canterbury, Dulwich Hill and Earlwood lines on Saturday, 6th June starting from Alfred Street Terminus, Circular Quay, at 2 p.m. The fare will be 3/6 each. Members are requested to assemble early as the first tram nearest 2 p.m. will be taken.

NEWSPAPER CUTTINGS:- It would appear from the number of queries received by Officers, both in Melbourne and here, that some members withhold newspaper clippings in the belief that the recorder would have them and would not need duplicates. We would ask all members to send to the recorder all newspaper clippings, as an arrangement has been made with the Melbourne Recorder to exchange all duplicate clippings between this branch and H.Q.

ULTIMO LAST DAY TOUR:- Although at the time of printing we have not received from the Dept. of Government Transport, any news of the closing date of Ultimo depot, and our proposed 1481 tour, it is certain that the tour will be held sometime in June.

It is the policy of the Council, wherever possible, to give at least two meetings notice of all official tours, however, this tour may be an exception, and members are requested to keep their June Sunday afternoons free.

GENERAL:-

Forthcoming events:- Mr. Noel Reed will address the July meeting on the details of his recent interstate tours.

Although no details are to hand, we are able to announce that there will be an electric train tour (2 or 3 car set) held on Saturday afternoon, September 5th. Further announcements will be made in this column.

Sydney report:- The committee elected to collate this report will shortly resume meetings, and members are requested to forward any suggestions that they think will improve Sydney's transport. All suggestions will be carefully considered, however, any facetious matter will find its way into the rubbish basket. Address all suggestions to the Secretary, Box 2266, G.P.O. Sydney.

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From this issue, Mr N. Chinn will be preparing the News page and Mr. R. Young the Association page.... Mr Parle's place on the magazine has been taken by R. Young until he returns from holidays in July.

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SUPPLEMENTARY SIGNS.

By Gil. Hayman.

Nowdays the use of supplementary signs are restricted to all lightly loaded routes (e.g. Drummoyne via Forest Lodge) or for special runs (e.g. Lakes Golf Course or Dog Special) which do not warrant and additions to the regular rolls, But up to World War II when extensions were common and more special trips were run, the supplementary sign was a feature of everyday running.

The usual sign was made of card and fitted into clips on the front of the car, but signs of a more permanent nature were of metal with the names cut as a stencil for night running. These signs were hung over the front destination box and black was turned up on the rolls.

Below is a list, not by any means complete, of supplementary signs found dirt and oil covered, in a Sydney tram depot during a recent clean-up.

VIA TAMARRAMA BEACH.	CIRCULAR QUAY.	VIA HAY AND CLEVELAND STREET.
SPEEDWAY.	RAILWAY.	COAST HOSPITAL.
RODEO.	TENNIS COURTS.	CITY
VICTORIA STREET.	SCHOOL CHILDREN'S TRAM.	BALMAIN-COOGEE FARE 1/- RETURN.
DARLINGTON RD. VIA CLOVELLEY RD.	RALEIGH PARK ONLY.	FIRST STOP DEE WHY.
VIA BELLEVUE HILL.	KING STREET MASCOT ALIGHT FOR A E R O D R O M E.	TOURIST CAR DRUMMOYNE & ABBOTSFORD 1/- RETURN.
BONDI.	JOYNTON AVENUE .	TOURIST CAR BOTANY & LA PEROUSE FARE 1/-
WHITE CITY.	ALBION STREET.	AEROPLANE EXIBITION
SOUTH HEAD CEMETERY.	FOVEAUX STREET.	CONCESSION FARES.
SIGNAL STATION	VIA OXFORD STREET.	(We would be very pleased if any readers would contribute further to this list.)
ST. JAMES RD.	CHANGE TO COOGEE TRAM ANZAC PDE. JUNCT.	
BRONTE.	BONDI JUCTION.	
BELLEVUE HILL.		
NTH. BONDI.		