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The **TROLLEY WIRE**
A.E.T.A. SYDNEY BRANCH BULLETIN

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EDITORIAL.....

Although there is "much Ado" and concern over the anticipated transport deficit in N.S.W. nothing very realistic or imaginative has been put forward by the authorities or the press to create a more healthy economic position.

All complain about ever-increasing wages and week-end penalty rates, but other Departments and private businesses have this to contend with.

As the price level of our transport commodity is already at the top of to-days price levels, fare increases must be ruled out, otherwise more customers will revert to private transport which will cause more congestion and losses in the slower turn around.

The main suggestion to off-set this year's loss is retrenchments in the traffic and maintenance staff. These retrenchments should be made in the "Surplace and Manufactured" positions where the "dead-wood" exists.

It should be clear enough to Government and Transport Authorities, by observing the large cities throughout the World, as in this Commonwealth, that the same poor results come about when conversions are made to heavy 'bus operation. Additional vehicles required cause financial and operational difficulties causing reversion of the customers to private transport still adding congestion. On the other hand cities which have kept their tramways reasonably modern and adopted buses in moderate numbers using the right vehicles in the right places are comparatively well off.

The place for the bus is in the lighter duty roll of acting as feeders and inter-suburban connections. The modern safe fast tram is the revenue earner and is capable of serving the masses of the people at all times. It is the people who should be considered at all times and not the vehicle.

(Concluded on page 7.)

In this Coronation month we pay loyal tribute and wish for
A long and peaceful reign.
GOD SAVE THE QUEEN...

THE TRAMWAY AND FERRY CONNECTING SERVICES OF SYDNEYNO. 4. MANLY

By G. L. Johnson.

Owing to its isolated nature, Manly and the Warringah Peninsular relied on Ferry services for many years as its principle mode of transportation. The first organised ferry service to Manly (or Brighton as it was then known) was in 1859 when the Brighton & Manly Beach Steam Ferry Coy, was incorporated to run between Sydney and Manly calling at Woolloomooloo on certain trips. Other free-lance operators had been running to “the Village” before this but the B & MB was the first to run to a regular schedule.

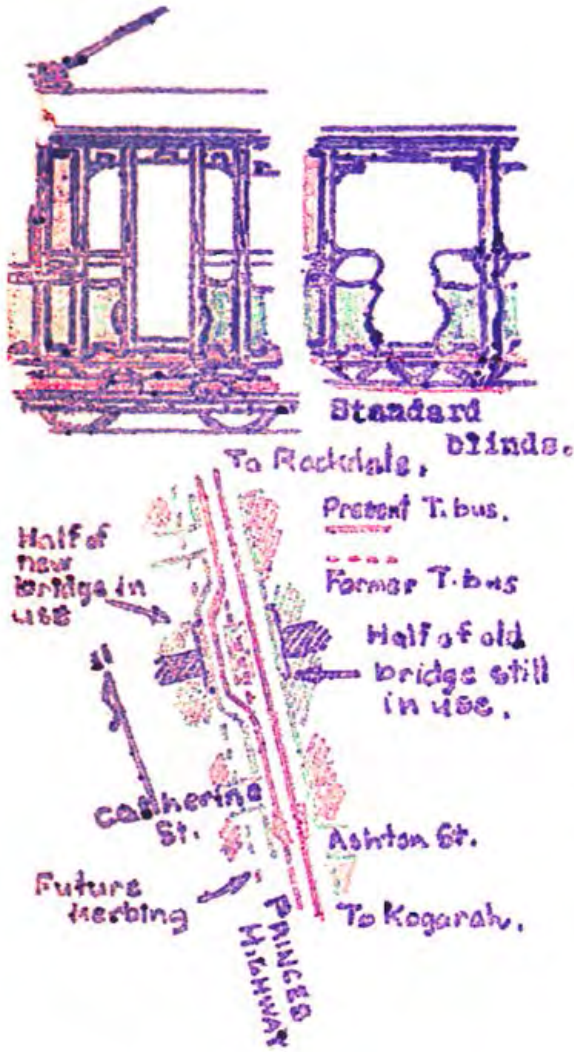
At the time of the opening of the tramline in Manly in February 1903, the proprietorship of the ferries was in the hands of the Port Jackson Co-operative Steamship Co. operating with a fleet of seven vessels. The first tramline commenced at Manly Wharf and ran to Curl Curl (Manly Lagoon) via the Corso, North Steyne and was originally steam operated but as the traffic offering could not economically support a steam tramway the rolling stock was replaced by two horse cars numbered 292 and 293, the following July.

This mode of transport was sufficient until September 1907 when the steam tram service was re-introduced. Also in 1907, the ferry Coy. Was formed again into the Port Jackson & Manly Steam Ship Coy., the fleet at this juncture comprising of the Brightside, Fairlight, Narrabeen, Manly, Kuring-gai, Bingarra and Brighton (with its well remembered 3-note chime whistle.)

The Tramway was extended to Brookvale in 1910 and electrification followed in May 1911. This same year also saw the opening of the branch to The Spit (North side). The Brookvale line was extended to Collaroy in 1912 and to Narrabeen in 1913. Further extensions to Newport and Bayview were planned but never eventuated. The branch to Harbord was opened in 1925.

The Ferry Coy. improved its fleet during the years and in 1938 placed in service, the S.S. South Steyne, a truly beautiful vessel licenced to carry 1780 passengers. The Manly trams were replaced by buses in 1940 and the provision of trough bus services to the City had an adverse effect on the financial position of the Manly Ferries, and their services are in a somewhat unreliable position at the moment owing to lack of patronage and high working costs.

(To be continued next issue.)

SYDNEY NEWS.

Edited by N. Chinn.....

As reported last month "O" car 1443 which had its ceiling and ends converted to "OP" design and six blinds instead of the usual two in each smoking compartment, (this conversion took place many years ago), has now had standard blinds refitted in the smoking compartments and the standard seat ends replaced.

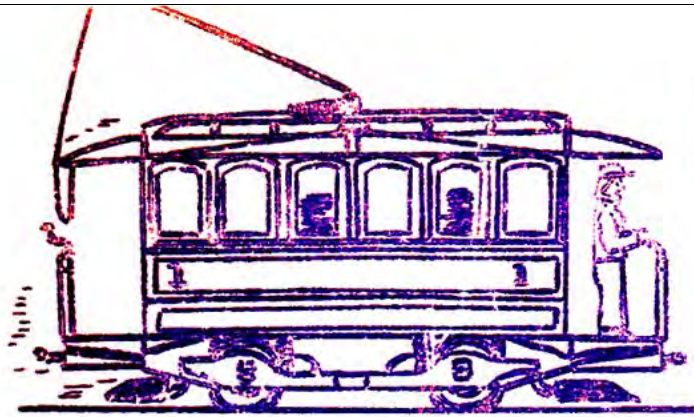
In the diagram on the extreme left can be seen how 1443 appeared and how it appears now..... The diversion of trolley buses due to the widening of Princes Highway Rockdale comes as a surprise. The policy of carrying out as little work on the trolleys as possible, which was reversed in 1951 now seems to have gone to the other extreme. The map on the left shows the deviation during the rebuilding of the new bridge. When the bridge is completed the whole length of Princes Highway in Rockdale will be widened and the trolleys will keep abreast with these developments.

Probably for the first time in Australia, public address systems are being used in Railway Square at peak periods to tell passengers the destinations of incoming trams, and to hasten loading. The speakers are located above the George Street side of the waiting rooms and the

announcer keeps watch from the overhead signal box.

The bogies for the remaining 150 new trams are stored in Wolli Creek yards, standing six high in the open.

The N.S.W. Minister for Transport Mr. Martin, who has just returned from Brisbane, has recommended that a "400" type silent tram be borrowed from Brisbane for experimental purposes. At present two Sydney tramway engineers are in Brisbane comparing the loading gauge and track clearances of the two systems. If the experiment is a success we will not be surprised if cars 2088-2238 greatly resemble the Brisbane "400"s.



ENTER
the
Electrics

(Compiled by K, McCarthy.)

Compiled from notes from
Gil Hayman and C.C. Singleton

On the 8th September 1899 the slow tempo of the horse drawn traffic in George St. Sydney was disturbed by the introduction of a swift, smooth, clean electric tramway service from the Quay to Redfern Railway Station (old Sydney) via George Street and on to Pymont triangle via Harris Street.

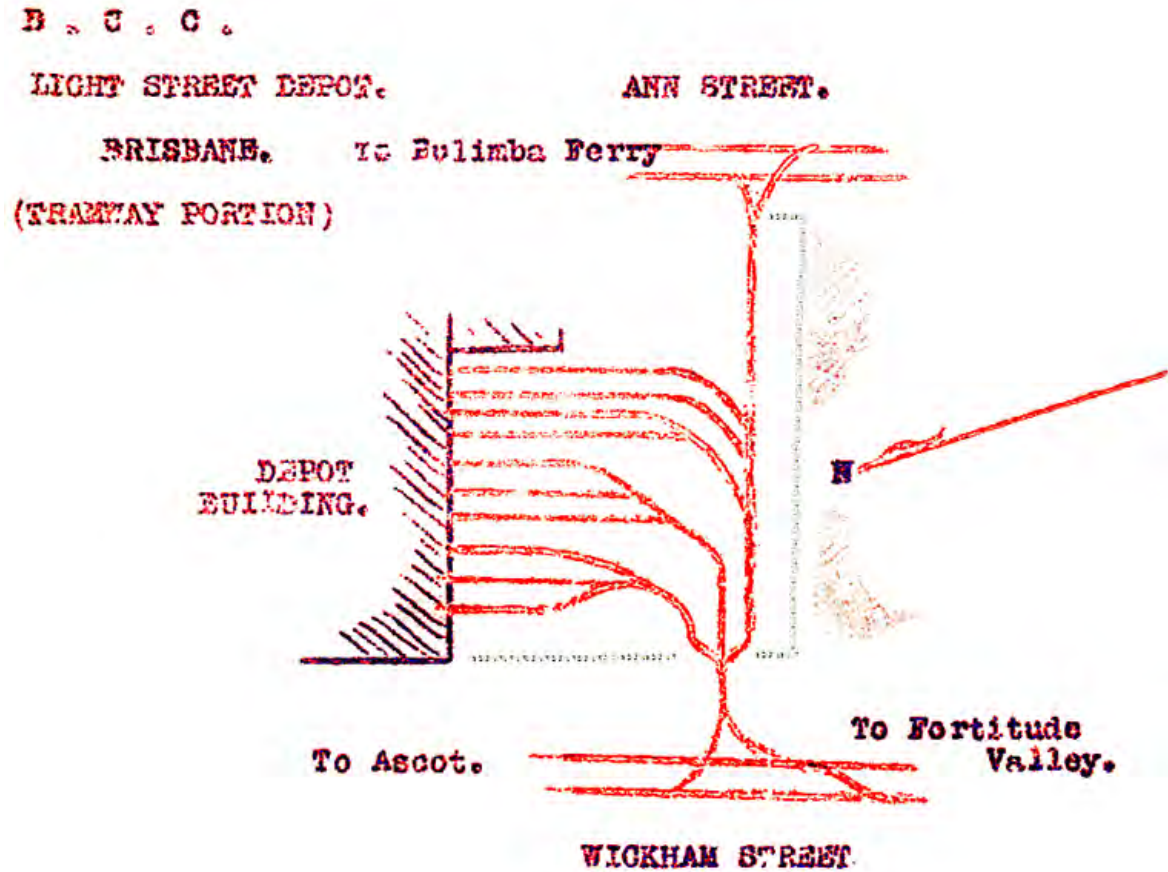
The successful opening of the line had not been left to chance, indeed it was the result of nine years of experiments and observation that made the introduction of electric cars into the city proper a reality.

After experiments with the imported "Pritchard" double deck accumulator car and the locally built "Accumulator car No.1" (the former in the 1880's and the latter as a final convincing proof in 1893) it was decided that this form of traction should not be adopted and the tramways came to the conclusion that as the introduction of electric operation would come sooner or later, they might as well experiment further in the electric traction field.

From this notion the experimental electric service using the overhead wire method of collection (along the Waverley extension line) was introduced. The service inaugurated on 9th November 1890, ran from Cables Place, Charing Cross adjacent to the local Omnibus depot to Randwick. Such little faith was held in the electric trams that a steam motor stood by under steam at the old Waverley terminus under instructions to watch for the electric motor in case it was late.

The cars no's. 1, 2 & 3 were 4-wheeled saloons, running on 550 volts generated at Randwick Workshops, and seated 22 passengers. These cars were built by John Stephenson & Coy. Of New York and were originally fitted with chain drive controllers under the floor, but these were replaced on 2 & 3 with G.E. drum controllers when working at Waverley.

(To be continued next month,)

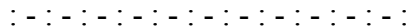


Behind the depot building the B.C.C. Light Street 'bus depot is situated, it is also where the B.C.C trolley buses are stored prior to entering service.

THE PROPOSED TRAMWAYS OF THE EASTERN SUBURBS.... (Concluded.)

This is no. 7c. of our "Proposed Tramways" series and it is the conclusion of the article appearing on page 4 of the April issue. Owing to lack of space in the April issue and last issues we were unable to print the final paragraph sooner. Further articles in this series will appear as space permits.

.....To conclude this article, the plan to connect the Erskineville via Golden Grove and the Henderson Rd. line must be mentioned. This connection was strongly favoured but it never came about and the two lines have long since been abandoned and the Golden grove line replace by bus route 300.



DESTINATION BOARDS.

By C.C. Singleton.

Here is some further data furnished by Mr. Singleton on early Destination Boards.

Electric tram boards.

RIDGE STREET)
MILITARY ROAD) Revolving side boards only.

TO RANDWICK)
TO WAVERLEY) Revolving side boards only.

It is thought that MOS(S)MAN and WILLOUGHBY electrics also carried boards.

OCEAN STREET)
ROSE BAY) Revolving head and side signs.

CABLE TRAMS WITH BOARDS.

KING STREET: THROUGH TRAM: VICTORIA STREET: OCEAN STREET:
Revolving ends (2 names each end.)

KING STREET: CLARENCE STREET: VICTORIA STREET: OCEAN STREET:
Revolving side boards (4 names each.)

North Sydney cable cars had no boards except for the hang on sign "FIRST STOP WALTER STREET" on the first division of peak trips.

Trailer cars had "MILSON'S POINT AND ST. LEONARDS PARK" on the lower part of the bodies under the windows.

HORSE TRAMS.

NEWTOWN: ST.PETERS: Revolving side boards.

MANLY: CURL CURL: Revolving side boards.

ERROR Page 4 May issue, DRUMMOYNE-RYDE LINE. 13-6-1910 should read 12-12-1908 Parramatta River - Ryde (Hatton's Flat.)

EDITORIAL (Continued from front page.)

Newcastle serves as a classic example of what happens in a large city when bustitution takes place. For the year 1948/49, when the average number of trams in use was 60 and buses, 80, the loss was only £74,000. But for 951/52 with a fleet of almost 200 buses (most war vehicles) a loss of £304,000 was shown.

What is needed for the rehabilitation of thee financial status of this state's transport undertaking is briefly as follows:-

- 1/ Cease the building of any further trams which are slow in acceleration and speed.
- 2/ Cease building cumbersome double deck buses.
- 3/ Develop a policy of building the most modern types of transport vehicles in their proper spheres.... The P.C.C. tramcar, the quiet single deck trolley bus, and the fast single deck bus.
- 4/ Immediately scrap all vehicles over their economic life, i.e. 35 years for P.C.C. cars, 20 years for a trolley bus and 12 years for an omnibus.
- 5/ Review each transport service on its merits and divert lightly patronised bus routes to feed rail. Tram, and ferry terminals.
- 6/ Completely and rigidly enforce a ban on parking in main tram and bus streets, particularly in the main one way traffic streets on the left side.

K.W. Miller (President N.S.W. branch)

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ASSOCIATION NEWS. Edited by R. Young.

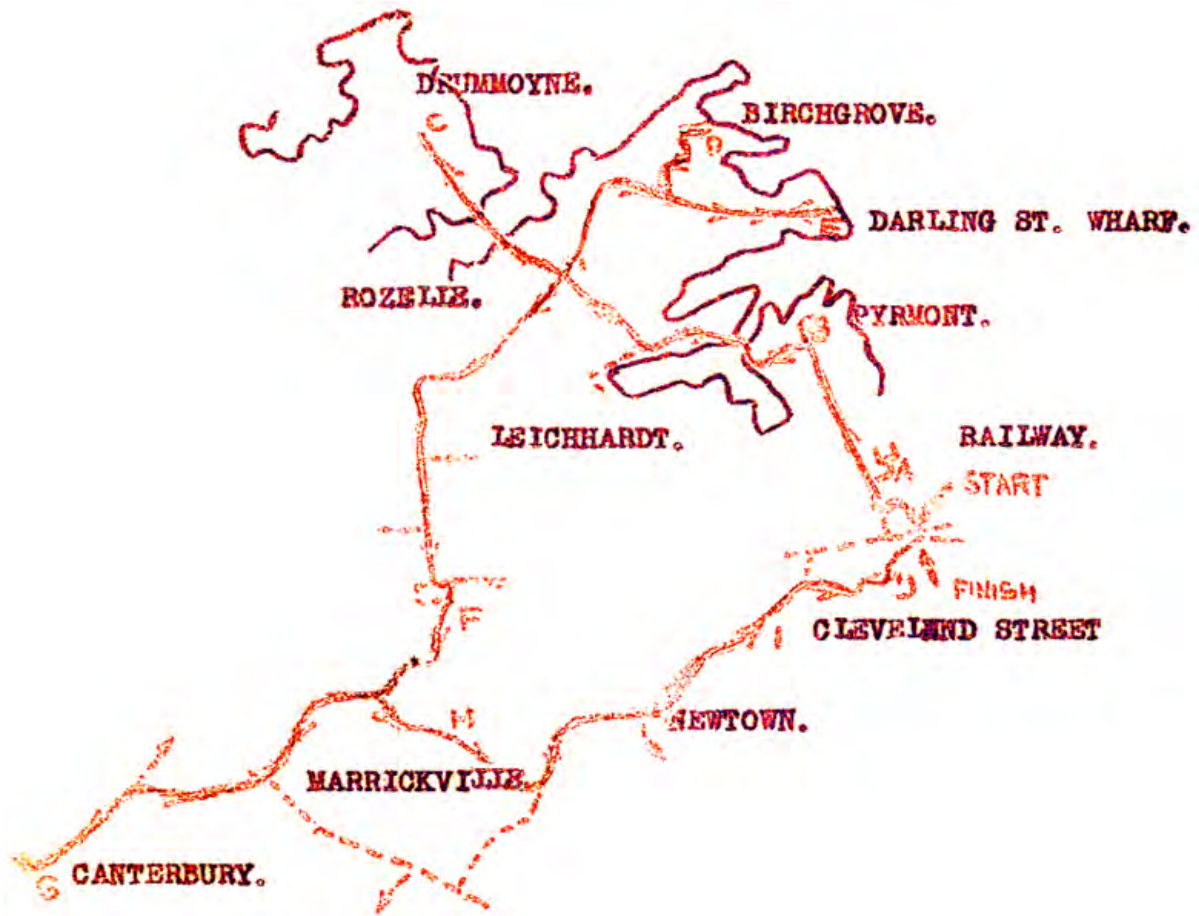
ULTIMO "DAY-AFTER-THE-LAST" TOUR:- The Drummoyne & Pyrmont lines, and Ultimo depot will cease tramway operation on Saturday 27th June 1953, being substituted by buses from the new Ryde depot. Accordingly, details have been finalises for a tour on Sunday, the 28 – THE DAY AFTER THE CESSATION OF THE DRUMMOYNE & PYRMONT LINES. The Council requests members to ensure a big roll up for the most historical tours ever held by this Association. See accompanying brochure.

CAR-RIDING. Mr Perry is organising a trolley bus outing on the Kogarah system on Saturday 25th July. Members to meet at Rockdale terminus at 2-30 p.m. Fare as usual 3/6.

FILM NIGHT. A film night is to be held on Wednesday 8th July 1953 at the Public Library Theatre (Macquarie Street) at 7-45 p.m. the evening has been arranged by the Council in conjunction with The Independent Film Group and a really interesting programme, dealing with public transport and Documentaries. Tickets can be obtained from the Secretary (write or phone) at 2/- each. (Donation.) Make up a party and come along, you won't regret it.

However members must note:-

NO MONEY IS TO BE HANDLED IN EXCHANGE FOR TICKETS WHILST IN THE PRECINCTS OF THE LIBRARY.



FAREWELL TRAM TOUR

SPECIAL TOUR OF LINES SERVED BY ULTIMO DEPOT, IN CAR NO. 1928, ON SUNDAY JUNE 28TH 1953.

On Saturday June 27th 1953, the Department of Government Transport will finalise their arrangements for the complete abandonment of the Ryde tram line when the remaining section, Fort Macquarie / Drummoyne will be "bustituted". On the same day all operations will cease from the Ultimo Depot, traffic crews, shed staff, rolling stock, & the Canterbury Station – Darling Street services will be transferred to work from Rozelle Depot.

To enable all "rail-fans" to have their last ride over the last remaining section of this city's longest line, and over the first City electric line (Quay-Pyrmont), this Association has hired car no. 1928 which will depart from Quay Street, Railway Square on Sunday June 28th at 2-00 p.m. (sharp), THE DAY AFTER THE LAST TRAMS, IN REGULAR PASSENGER SERVICE, CEASED RUNNING.

To add interest the tram will rundown the Darling St, counterweight and along other line as shown on the map (A to J).

TICKETS 4/-

TIME 2 p.m.

TRIP WILL RUN RAIN HAIL OR SHINE.