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The TROLLEY WIRE

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

Vol 2 No 10.

15th October 1953.

MEMBERS.....

THE NOVEMBER MEETING WILL BE HELD ON THE SECOND THURSDAY OF THE MONTH (12th Nov. 1953) INSTEAD OF THE USUAL THIRD THURSDAY. THE "GET TOGETHER" GENERALLY HELD ON THE FIRST THURSDAY OF THE MONTH WILL NOT BE HELD DURING NOVEMBER OR DECEMBER. 1953.....

The following officers were elected at the Annual Meeting last month, and will hold office for 1953-54. Any member wishing to contact any officer should do so by mail or phone at the address published below.

President----- K. Morris, 18 Montgomery Ave. REVESBY.
Vice President----- K.W. Miller, 49 Wood St. MANLY. XU1838
Secretary----- B. Craig, 63 Second St. ASHBURY. UA1372
Treasurer----- N. Reed, 57 Kameruka Rd. NORTHBRIDGE. XL1692
Public Relations Officer----- N. Chinn, 17 Delves St. MORTDALE. Business phone FF2073
P.R. Secretary----- R.E. Murray, 17 Small St. RYDE. W7-1409
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Publishing Staff----- K. McCarthy, 2 Loftus Ave. SUTHERLAND.
.....B.J. Parle, 10 Karuah Rd. TURRAMURRA.
News Editor (T.W.)----- N. Chinn, 17 Delves St. MORTDALE.
Museum Officers----- N. Chinn, 17 Delves St. MORTDALE.
.....J. Cuddy ARNCLIFFE.

Hon. Auditor----- A.G. Renwick, 29 Wrights Rd. DRUMMOYNE. WA2099

Negotiations are now being carried by Council so as the Xmas picture night can be held in December. The show, which will consist of the showing of coloured slides and movies taken by the members will be of a scenic and transportation interest.

WATCH OUT FOR FURTHER ANNOUNCEMENTS IN THE NOVEMBER ISSUE,

Notice:- the November meeting will be held on 12-11-53.

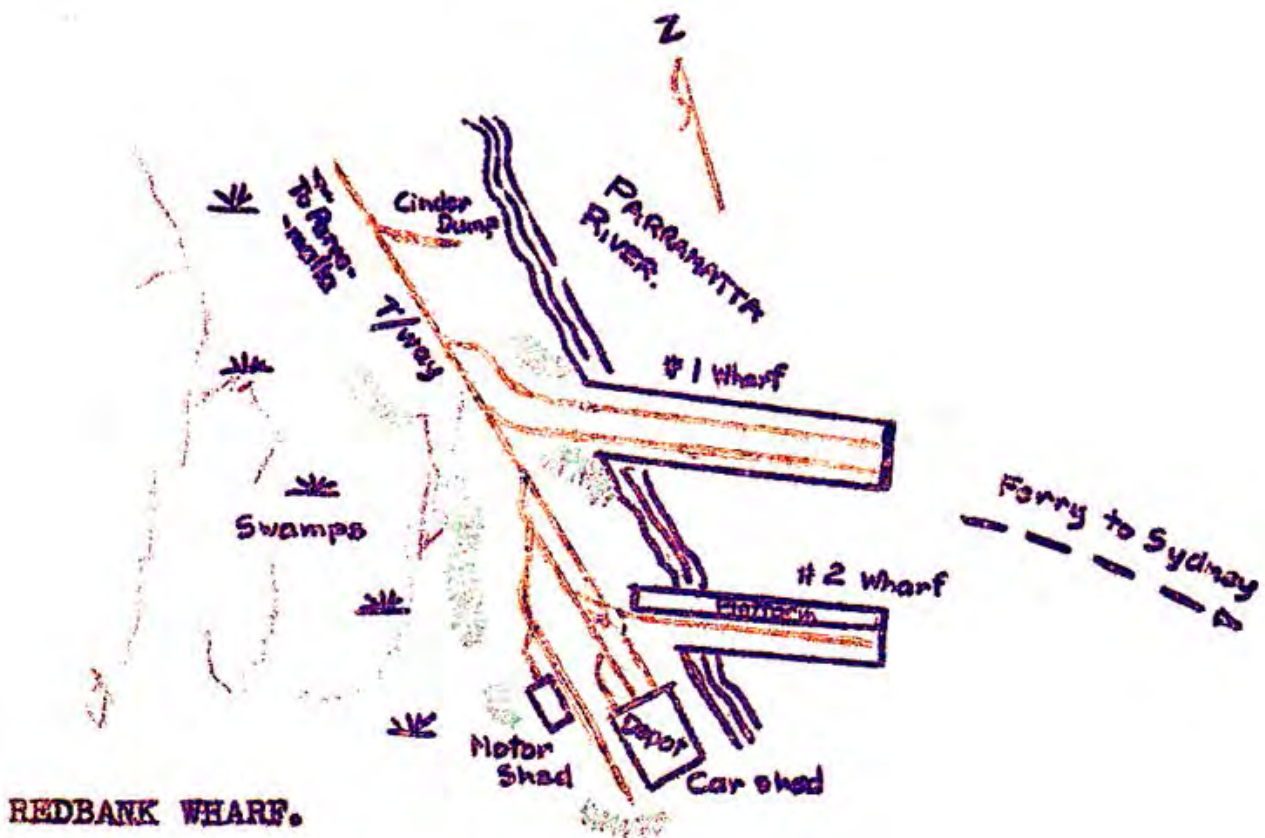
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TRAM AND FERRY CONNECTIONS.

No. 6. Redbank Wharf (Continued.)

The passenger traffic lost during the depression years never returned to the ferries, the tramway continued and might have still been running today, as the goods traffic from the wharf to Meggitt's alone was enough to justify its retention. During the last war for military security reasons, the Redbank Wharf and its environs was proclaimed a prohibited area, this meant if the tramway was to remain it would be without its depot and would also lose its freight traffic.

So on 31st March 1943 the last tram left the City (Parramatta Park Gates) for the wharf at 5-15 p.m. consisting of motor 31A hauling cars 1 & 3. Thus one of the most interesting and historical transport interchange points passed into oblivion.



This magazine is printed for and on behalf of the Council of the N.S.W. branch of the Australian Electric Traction Association, by its publishing staff....

Opening dates of Sydney Tramway Extensions.

No. 6.

NORTH SYDNEY (continued).

- 7- 2-1914 Suspension Bridge-Northbridge. (1st section)
- 21-03-1914 Northbridge. (2nd section)
- 30- 6-1941 Falcon Street Junction-Suspension Bridge. (Reopening)
- 9-10-1916 Avenue Road-Taronga Zoo Park.
- 27-10-1917 Top Gates- Zoo Wharf.
- 13- 8-1919 Raglan Street Junction-George's Heights.
- 29- 5-1922 Gordon Street-Balmoral.
- 19- 3-1932 New terminus at Glen Street, Milson's Point.
- 24- 2-1900 Lane Cove Junction- Gore Hill.
- 22- 3-1909 Gore Hill-Lane Cove

ENFIELD.

- 3- 9-1891 Liverpool Road Ashfield-Enfield.
- 15- 9-1899 Liverpool Road- Ashfield Station.
- 16- 9-1901 Enfield-Mortlake.
- 31- 7-1907 Cabarita Junction-Cabarita.

PARRAMATTA.

- 18- 8-1902 Parramatta Station-Baulkham Hills.
- 1- 8-1910 Baulkham Hills-Castle Hill.
- 28- 1-1923 Depot opened at Woollen Mills.
- 10-1883 Redbank Wharf-Parramatta Park Gates.

MAITLAND.

- 8- 2-1909 East Maitland (Victoria street)-West Maitland.
- 10- 5-1909 West Maitland-Campbell's Hill.
- 10-10-1910 Church Street Junction-West Maitland Station.
- -1915 Overbridge with new tramway built at High Street Station.

BROKEN HILL.

- 15- 2-1902 Oxide Street-South.
- 24-12-1902 Oxide Street-Merton Street. (North)
- 24-12-1902 South-Whittaker Street. (Alma)
- 6- 5-1903 Chapple Street-Kaolin street.
- 7- 9-1907 Kaolin Street-Western Oval. (West)
- 30- 8-1909 Oxide Street-Blende Street. (West)
- 30- 8-1909 Beryl Street-Gossan Street. (Burke)
- 23-12-1912 Patton Street-Race Course.
- 23-12-1912 Iodite Street-N.S.W.G.R. Station.
- 23-12-1912 Silver Street-Cricket Ground. (East)

NEWCASTLE NEWS

Concluded from last issue.

As might be expected the country side between Newcastle and Tamworth is a resting place for retired Newcastle tramcars. From an historical point of view the most interesting car is L/P 316 which was the last car to run to Wallsend in November 1949. This car is resting in a park in Willow Tree and although it was used in Show traffic at Newcastle in February 1950 it still bears "R.I.P." and "LAST TRAM TO WALLSEND" which were chalked up on the last trip to Wallsend.

Around the city of Newcastle district we see the old cars employed as beer garden shelters down to fowl houses. 280 L/P, a low windowed car still running on the last day was "hacked" to pieces and the seats and sides up to window level are now used in Lambton Public School grounds. One seat set still bears "280 L/P" on its side.

Other trams have gone to unusual places but their disposal details will appear in the roster book (in preparation by N. Chinn and J. Cuddy) which should appear early next year.

The so called "unsafe" rail is being sold to South Coast Mine railways, as well as being laid on the Sydney Tramway system. Rail which is too worn for relaying is being sold to Japan for pit props. (200 tons left on the "Nankin" last April.)

As mentioned last month the lines in the business section of Newcastle have been removed, some of this track was laid in wood blocks, which did not go to waste. Three lorry loads of blocks were distributed amongst pensioners in the Newcastle district for fuel during the cold months.

Although signs of a once large transport system are fast disappearing, for many years yet we will still see Newcastle L/P cars sitting in paddocks or other odd places and we will recall the dependable services once rendered by these servants.

The Council of the N.S.W. branch has decided to hold an Auction Sale at the next general meeting (12th November) so please bring along any junk (or otherwise) which you don't want.

Should any members be printing photos this month we suggest that they have a few duplicates run off as these always sell well at auctions.

DON'T FORGET TO BRING ALONG SOME EXTRA SPENDING MONEY.

Its well worth it.

Watch out for announcements of a single deck trolley bus tour to be held shortly.

T R A M W A Y N E W S.....

Edited by N. Chinn.

On Sunday 30th August 1953 the East Maitland to Morpeth line was closed. This line was worked by Tramway motors and trailers between 8-1893 and 1913 and was included in the Newcastle Tramway district. The motors working this line during the years were:-

107 (later railways number 31, then 31A) from 8-1893 to 8-1909.

101 (later 101A) from 10-1903 to 8-1909.

59 (later 59A) from 8-1909 to 7-1913.

39 (later 39A) from 8-1909 to 7-1913.

An interesting job now being undertaken at Randwick is the conversion of "O" 937 to a yard "Mule" (or "horse" as Randwick calls it). The front platform end apron will be left complete but one driver's cabin and the body will be removed to leave a table top. This car will be used to take motors, etc., from the wrecking bays and will be in service until all the L/P and older "O" cars are scrapped.

Don't be amazed if in the near future you see freight trains puffing along the old tramway at the west end of Perry Street, Matraville. The tramline between Denison Street and Beauchamp Road, Matraville has been removed and an extension of the Botany Goods siding is being constructed along Perry Street (where the tramway ran) to a factory in the locality.

The newly relocated tramline ("Up" road) in Botany Road between Macintosh Street, Mascot and Harcourt Avenue, Rosebery is nearing completion, and should soon be in use.

The Starters office at the foot of Pitt Street at Circular Quay was demolished between the 9th and 17th September last and the new down track (see map in last month's issue) was brought into use at the end of last month. As yet the new up line has not been completed. Six chains of badly worn track in George Street near Wynyard is to be relaid in the near future.

The numbers of the three old "T" cars ("C" car trailers) have always been a mystery to tramway enthusiasts visiting Randwick Workshops. As a result of many suggestions made by members the original numbers have been restored to the cars. They are:- 61- testers office, 68-conciliation room, 94- tool shed. These cars together with 33s have been painted fawn.

The "N" cars nos. 720, 721 and 725, have been towed from "Rotten Row" at Randwick to the wrecking bays and are being stripped. N car 728 is now at Newtown Depot being hand over the A.E.T.A. on the 17th of last month. (See elsewhere.) The P class cars and the "PR" cars are to be used for spare parts. (News item last month.)

ASSOCIATION NEWS.

During the year the N.S.W. Branch decided to create a new post of Assistant Secretary in order to relieve the Secretary of some of his more stereo duties, such as writing up of the minutes and the distribution of circulars. As a result Mr. B. Craig was elected as Interim Officer in this post. Mr Craig carried out his work so well that at the last elections he was elected as full Secretary with a vast lead over the next candidate.

To fill the position of Assistant Secretary Mr Harrington was elected unopposed. The address of the new Assistant Secretary is:-
Assistant Secretary----- Harrington, 14 Trouve Street, LANE COVE. 'Phone JB1992
We are sure that in these gentlemen's hands the clerical side of this Branch will be handled thoroughly.

THE PRESS: We again have to remind members that should any edition of this magazine be required by the press, the Public Relations officer or members of the Publishing Staff will investigate the inquiry and act accordingly.

Because of various contacts we have been able to release news for members' interests long before it has been announced to the public. As a result of some news published last month, a certain department in the Tramways was pestered by reporters for more details, (obviously to be exploited in the press). All this trouble was caused by some members trying to carry out a job of one of our officers. As a result we now have to withhold news which would cause a recurrence of the above, all because one careless member did not think before he acted.

MUSEUM NEWS.

Our 4th tramcar arrived at Newtown Depot on 17th September. This car is "N" 728 and is now standing with the other cars awaiting reconditioning. Several easily moveable parts have been taken by vandals when the car was standing at Randwick, but by "cannibalizing" the other "N" cars and the "E" cars to be scrapped we should be able to turn out a complete car.

On the 19th a working party started to strip the paint off "F" 393, as each coat was removed we were able to trace the appearance back through the years. As a result of the efficiency of the working party most of the car was stripped in the afternoon and a start was made on the under-coating of the front platform. The car should be finished early in the new year in its original Chocolate and Cream (Buff) colour scheme.

During the month a letter was received from the Department of Government Transport with a list of historical material from Ultimo Depot available to us on request. The historical officers have accepted this material with thanks.