

Issued to all financial New South Wales Members.

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# Trolley Wire

Official organ of the N.S.W. Branch of the Australian Electric Traction Association.

Vol. 3. No. 11.

Edition No. 34

11th September 1954.

## FUTURE ACTIVITIES—MEETING OF COUNCIL FILM NIGHTS , LECTURES , TOURS , JAUNTS.

An active programme of tours, lectures, film nights, etc. was drawn up for the members, by Council for the year 1954/55 at the full day Council meeting held on October 24th. Our policy re. current events was clarified and administrative problems were also settled. It was also decided at the meeting to change the meeting room at the Rly. Institute to No. 4 in an effort to eliminate the noise at meetings (above.).

General Meeting will commence at 8PM. SHARP in future and NO Council meetings are to be held prior to General meetings **SO COME ALONG AND HAVE A CHAT WITH FELLOW MEMBERS AND COUNCIL OFFICERS.**

**LECTURES.** As far as possible an interesting lecture will be given at each meeting in 1955, so watch this magazine for details.

**FILM NIGHT.** A colour slide night has been planned for early 1955. It will include slides of public transport, mainly trams, in Brisbane, Newcastle, Sydney, Wollongong, Melbourne, Ballarat, Bendigo, Geelong, Adelaide, Launceston and Hobart.

**JAUNT.** Trips over closed lines may also be held in mid 1955 in member's cars, depending on the response of members.

**TOURS.** Owing to closures (tramway) and openings (elec. railways) there will be an active programme of tours. By present indications they will be as follows:

November Tram tour over current abandonments Fare 7/- per person.

December Tram tour over North Sydney lines in "E" cars.

February Train tour to Blacktown to celebrate opening. Possibly one week prior to official opening. Watch for further details.

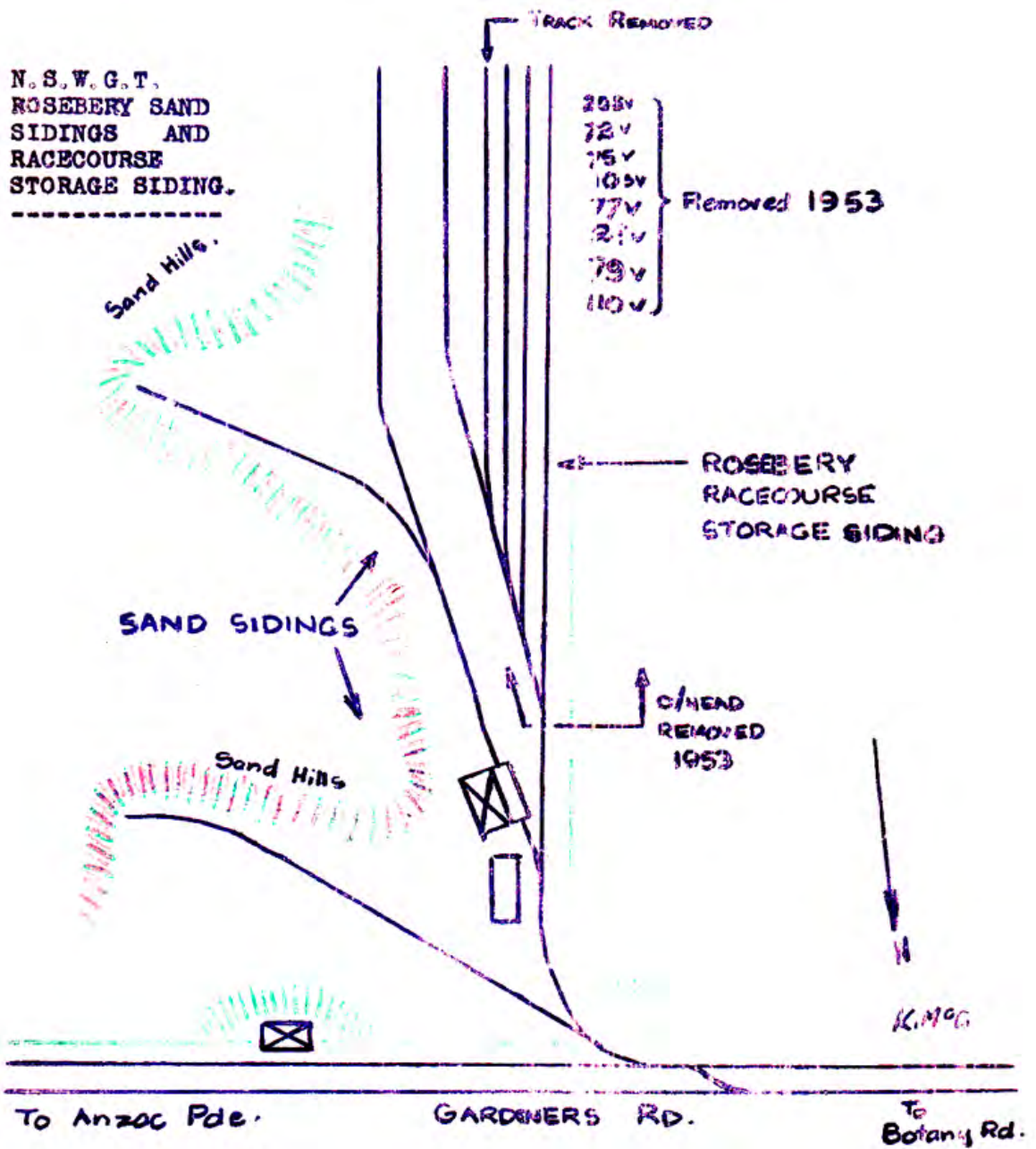
**NIGHT TOURS.** The 75th Anniversary party held on board a tramcar proved so popular with members that Council has decided to hold some more (tours not parties) during the coming year. These will be surprise tours and **NO NOTICE WILL BE GIVEN** to members they will be held on meeting nights after the closure of the meeting. A charge of a few shillings will be levied on members attending these tours to cover expenses.

**ATTEND ALL MEETINGS AND AVOID MISSING ANY OF THE GRAND EVENINGS  
PLANNED FOR YOU BY YOUR COUNCIL.**

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READ THIS MAGAZINE EACH MONTH FOR ANNOUNCEMENTS  
OF COMING EVENTS AND ACTIVITIES

Page 1.



NEWS...RUNAWAY BREAKDOWN CARS.

On 18.10.54 the Dowling St. Breakdown car No.23 S was derailed at the corner of Anzac Parade and Dacey Ave., the tram ran out of control across Anzac Parade and came to rest, after colliding with a car in Alison Rd.

More recent another Dowling St. Breakdown was involved in an accident and is in a bad way. When will the Department do away with the obsolete idea of "Breakdown Trams" and follow Brisbane ?.

OLD FORM OF TRAMCAR ADVERTISING USED AGAIN.

To advertise the new form of "omph" introduced into Australian petrol recently, a world wide "oil" combine hired out a ballast wagon No. 93U, fitted it with two enormous side signs and a public address system. From 15th – 19th October the car toured the City issuing forth singing commercials, adding more noise to an already noisy city.

CONDITIONAL STOPPING.

The Transport Department has announced that it intends to re-install conditional stopping on the Sydney tramways in the near future. The Watsons Bay line will be the first to revert back to the old working.

All stops were made compulsory in August 1944 after many complaints about excessive buzzing in the drivers cabin at busy stops. The new system will use colour lights instead of a buzzer for signalling.

SCARPPING ORGY TO CONTINUE.

November 13th. will see the closing of the Bellevue Hill line between Ocean St, and Bondi Beach, and the Waverley Extension Line.

November 20th. will see the closing of Tempe Tramway Depot and the following tram services... Canterbury – Circular Quay (trams cut back to Dulwich Hill), Cooks River – Dulwich Hill, Birchgrove – Circular Quay, Canterbury – Darling Street Wharf. See elsewhere regarding day-after-last-day tram tour, 21st November 1954.

ASSOCIATION CALENDARS.

Attractive calendars are available this year at 2/- each. Each one has an advertisement for the Association on it together with an interesting colour photograph of The Spit showing trams on both sides.

NORTH SYDNEY TRAMS TO STAY.

At a special meeting called by North Sydney Council on 5.11.54 at which your Council was a guest of honour, a resolution was passed that the Council would oppose the scrapping of the Neutral Bay tramline.

The meeting discussed the tramways at length with the various Progress Associations Representatives present. The general opinion of those present was that **NO NORTH SYDNEY TRAMLINE SHOULD BE ABANDONED IN FAVOUR OF BUSES.** The people of Cammeray it appears, are on the verge of revolution over their disgraceful bus service and never wanted the trams off. Perhaps it was fear of that "revolution" that prompted the Dept. to rip out the lines a short while ago ? ?

Printed by the publishing staff of the A.E.T.A. on behalf of the Council of the N.S.W. branch of the Australian Electric Traction Association.

All historical articles should be sent to 2 Loftus Ave. Loftus. N.S.W.

All news, etc., should be sent to 13 Inelgah Road. Como West, N.S.W.

All complaints regarding distribution should be sent to Box 2266 G.P.O. Sydney.

FAREWELL ABBOTSFORD.

(Continued)

See T.W. Vol 3. No. 9. p 5

As the Haberfield and Fivedock areas became built up, so did the tram service improve, and the entire length of the line was duplicated by the end of World War I. With this duplication and increase in traffic a regular City-Fivedock service was introduced, but the terminus of the Fivedock service was cut back from Lyons Rd. to Second Ave. (Shops). This set up continued until 1932 when petitions after a fatal accident, forced the Fivedock short working to be extended again to Lyons Rd.

With the development of industry at Balmain several peak trips from Abbotsford to Balmain in the a.m. and from Balmain to Abbotsford in the p.m. were introduced. These trips ran up till 13th August 1954. A couple set of "K" cars were generally used until 1946 when a single "O" car replaced the 4 wheel cars on this service.

Cars in general use on the Quay-Abbotsford electric service.

"N" & "F" cars from 1905 until replaced by "O" cars circa. 1908.

"O" cars from circa 1908 until 1954.

"K" cars used on Balmain industrial service until 1946.

"L/P" cars worked this line occasionally during peak periods 1944-5-6.

"P" cars were rarely seen on this service until circa. 1947, after this date they were regularly rostered with other cars.

"R" cars on the all night service from circa. 1936, rostered on daytime service from 1951-54.

"R1" cars rostered on daytime service with "O", "P", & "R" cars between 1951-54.

"M" cars worked tourist specials to Abbotsford from 1905 until circa. 1920.

Between 1910 & 1923 proposals to construct lines from Haberfield to Dobroyd Point and Ashfield, Fivedock-Drummoyne, were investigated but not carried out because of the anticipated losses on these lines. In the 1920's there were also proposals for building a Bridge from Abbotsford across Parramatta River to Henley and extending the tramline to Gladesville.

But since World War II no mention has been made of this Bridge and we doubt less if the tramway will ever use it if the Bridge is ever built.

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ADDITIONAL TRACK  
DETAILS. by R. Field.

Former track work at Island end of causeway

Victor Harbour Map Vol 3. No. 8. p2.

