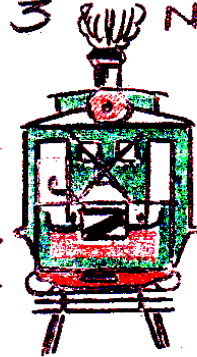


DECEMBER 1954
Vol. 3 No 12



Issue
35

PRESIDENT'S XMAS MESSAGE



Dear Member & Friends,

So another year draws to a close, a year in which 2 miles 64 chns of tramroute have been abandoned and regular service on another 3 miles 16 chns discontinued. Since 1932 the tramnsport situation in Sydney has being growing worse as in his respect 1954 has been no exception.

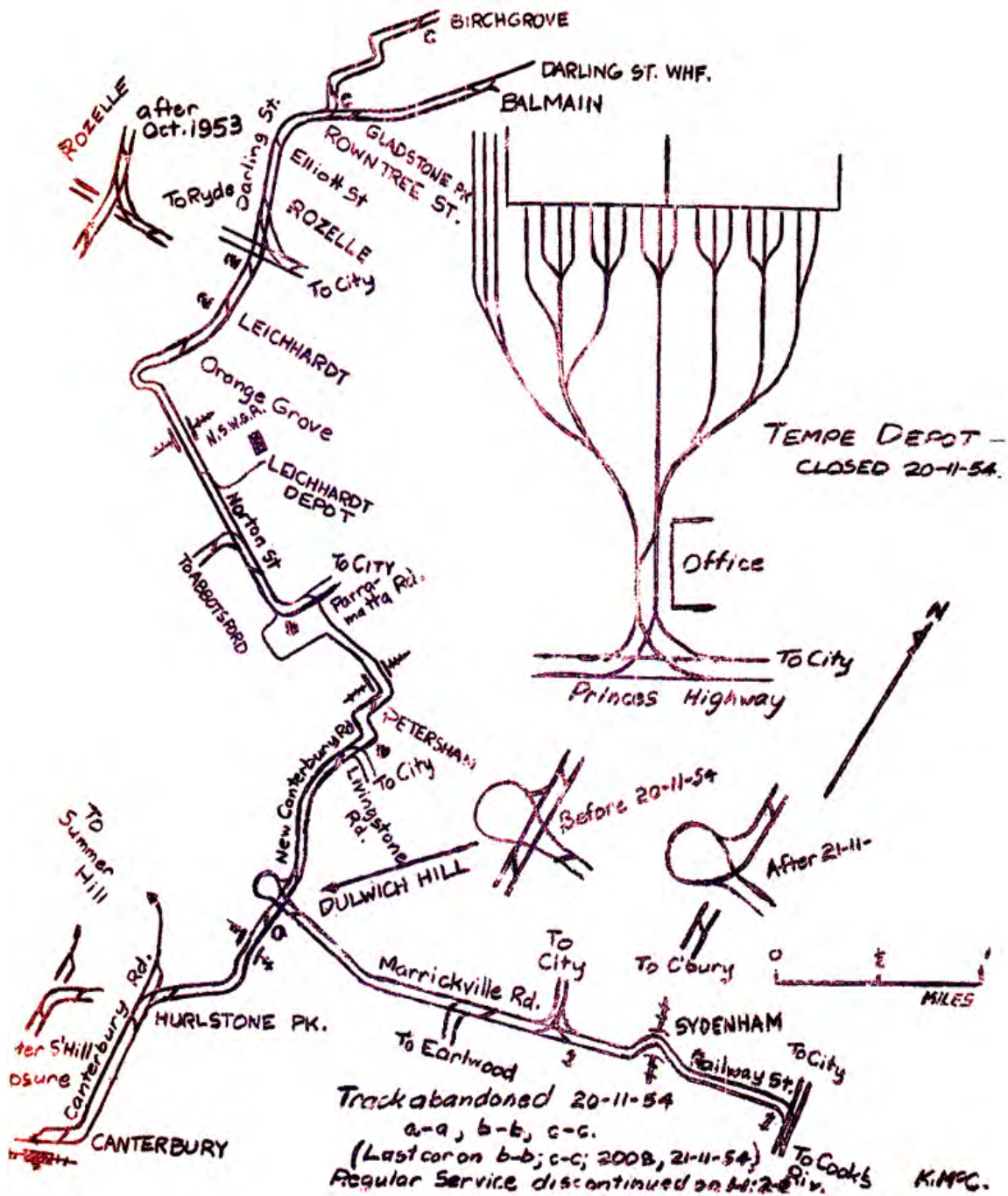
But Branch activities for the year paint a brighter picture. Several very interesting tours were held, and the celebration of the 75th anniversary of tramway operation was celebrated with a 70 mile tour covering many unusual workings.

We were also successful in gaining the support of the North Sydney Council and Progress Associations in the fight for tramway retention, this being a definite victory for our cause.

In conclusion I wish to thank the office bearers for their unselfish devotion to Association work, and to the members for their display of confidence in electing me again to this office. To each and every one of you I wish a Merry Xmas & a prosperous New Year.

A handwritten signature in black ink, which appears to read 'R. O. Morris'.

Presiden N.S.W. Branch
1954



ASSOCIATION NEWS.

Because of pressure of business the Secretary & Assistant Secretary agreed that this office could be run more efficiently of members holding these offices live closer, as a result the meeting received, with regret the resignation of the assistant secretary Mr. K. Bramall, and elected in his place

Assistant Sec. --- Ian BRADY ----- 24 Wallace Street GREENWICH

The council has appointed the following members to care for the recorder's duties, this office having fallen into the doldrums during the last 12 months.

Librarian---	Ken Bramall -----	25 Westbourne St.	<u>DRUMMOYNE.</u>
Recorder----	Keith Fawcett----	Flat 3 block 1 Morehead St.	<u>REDFERN.</u>

CALENDARS

A few calendars are still for sale to members, @ 2/ each.

These items make attractive overseas presents, so include one in your overseas penfriend letters now. Orders to be place with Mr. N. Chinn, 13 Inelgah Rd. COMO WEST N.S.W.

OFFICIAL PHOTOS.

Official photos of past tours can be obtained from the Official Photographer Mr. N. Reed, Kameruka Rd. NORTHBRIDGE N. S.W. @ 2/- each,
Any profit from these sales goes into Association funds.

"E" CAR TOUR.

Owing to a majority of the Council members of the N.S.W. recommending that this historical tour of the 19th. Dec. 1954 should not be held, it is unlikely that it will take place. For further details of the February electric train tour contact the Hon. Secretary at Box 2266 G.P.O. SYDNEY.

RESULTS OF GUESSING COMPETITION.

Mr, Banner of the Dept. Taxation, won the "Sunbeam" mix master, this ticket was sold by Mr. R. Murray.

SYDNEY NEWS (Continued from page 7.)

It is reported that the bus crews on the Waverley extension line are to refuse to man one-man buses on the route owing to the pressure of traffic.

DULWICH HILL-TEMPE LINE. Only regular passenger service has been abandoned over this line, southwestern cars returning to Newtown depot still return via this route.

ANOTHER NEW WORKING The Ocean Street car (Bellevue Hill) now work alternate trips between St. James Rd.-Ocean St. & St. James Rd.-Darlinghurst via Oxford St. whether this working will continue after the Xmas shopping period is unknown.

MUSEUM NEWS.

Developments during the months of Nov-Dec.

Owing to the closure of Tempe Depot on 20-11-1954 stored cars, including our four museum cars had to be shifted from Newtown to Ultimo Depot to make room for the extra cars needed to run the Southern services. On the night of Tuesday 9-11-54 this giant shift occurred, and so as it could be made as quickly as possible most transfers took place in 3 car sets.

From Newtown 23 cars were shifted out to various depots including Ultimo and 39 cars from Tempe into Newtown. Cars were also shifted between other City depots, details of which will be published at a later date.

Our cars L/P 154 and N 728 were shifted as trailers in two three car sets from Newtown to Ultimo at 6-30 pm on 9-11-54 while F 393 & Prison car 948 left Newtown at 10-30pm and arrived at Ultimo at 11-30pm.

At 10.30pm the final division left Newtown for Ultimo, Tempe cars 888-1013-828 headed the procession, followed by 863-862-393F with 1019-1008-948 bringing up the rear. On reaching Thomas Street Ultimo 1013 & 828 became derailed several times as a result the other two triple sets had to be shunted at Harris Street crossover and then proceeded to Ultimo via the UP road.

Thus 393 & 948 finally reached Ultimo and were stabled with 154 & 728 on Road number 10.

The route of the transfer was from Newtown Depot via Princes Highway, Cleveland, Abercrombie, Meagher, and Regent Streets, Railway Loop, Broadway, Harris, (some cars trying to go via Thomas) and Mary Ann Streets.

As a result of a suggestion given by the Dept. Govt. Transport, our Hon. Secretary contacted the Museum of Applied Arts & Science Ultimo, re. the possibility of these people taking over our cars. So on Thursday 9th December last the A.E.T.A. museum officer Mr. N. Chinn, Mr. K McCarthy, accompanied by the Deputy Director of Museums and Mr. Brown, keeper of Exhibits and two Departmental Officers, inspected the cars on number 10 road Ultimo Depot.

The Museum authorities were greatly impressed with the progress made on restoration of these cars by members of this Association, and asked many questions relevant to the history of these cars.

The Museum officers displayed great interest in the historical value of the exhibits, promising to make a favourable report to the Director.

We feel that lack of space will prevent them from taking over the four cars but it would appear that at least 393 and 948 will be accepted.

Separate negotiations are under way for the disposal, and later exhibition of the other two cars viz. 728 & 154.

The automatic single line signals from the Tempe to Wolli Creek extension line have been offered to the Association who will take delivery of same later this month.

This magazine is printed and published by the printing staff of the N.S.W. branch of the Australian Electric Traction Association, 12 Inelgah Rd. COMO WEST, N.S.W. For and on behalf of the Council of the above branch.

BENDIGO TOUR ----- Sunday October 3rd. 1954.

By Mr. B. Parle.

A total of fourteen A.E.T.A. members from N.S.W., Victoria and South Australia participated in a tour of the Bendigo tramways conducted by a group of Sydney members, on Sunday October 3rd, Sydney's Eight Hour Weekend.

At 1.50pm on Sunday, Birney car no. 27 left Hargrave St. Depot with the party, the Golden Square route was first traversed and during the return trip to the Fountain (City) the driver gave a demonstration on the function of the "dead-man" controller as fitted to the Birney cars. After much shunting at the Fountain, the car proceeded to Quarry Hill terminus, followed by a somewhat slow trip (because of the many passing loops and lengthy single track) to the neighbouring town Eaglehawk. At this point the party had afternoon tea, and the car was shunted onto the little used track beyond the regular terminus in Sailors Gully Rd. Finally the North Bendigo line was visited the tram returning to the depot at 5-15pm.

The trip was made most enjoyable by the provision of a public address system and portable radio manned by Inspector Basil Miller who gave the party a description of places, buildings of interest, and relevant facts about local history, of the colourful gold rush days. The members are indebted to Messers. B. Miller and Griffiths also the members of the staff of the Bendigo Tramways who went to great trouble to make the tour an outstanding success.

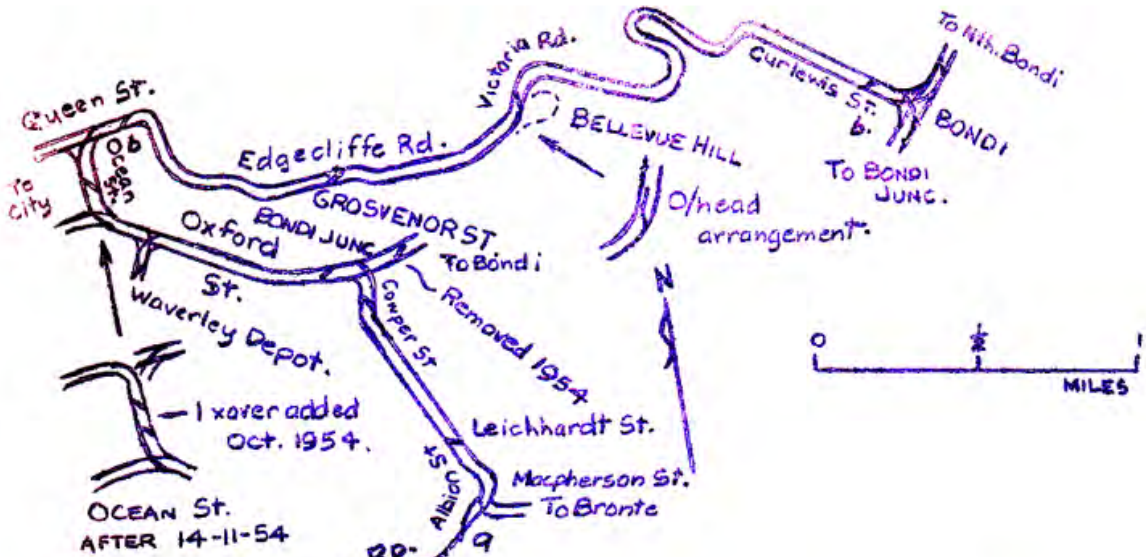
.....
 The official photo of the tour can be purchased from Mr. N. Reed, (Sydney Branch photographer) for 2/-

WE JUST COULDN'T RESIST PRINTING THIS EXTRACT...

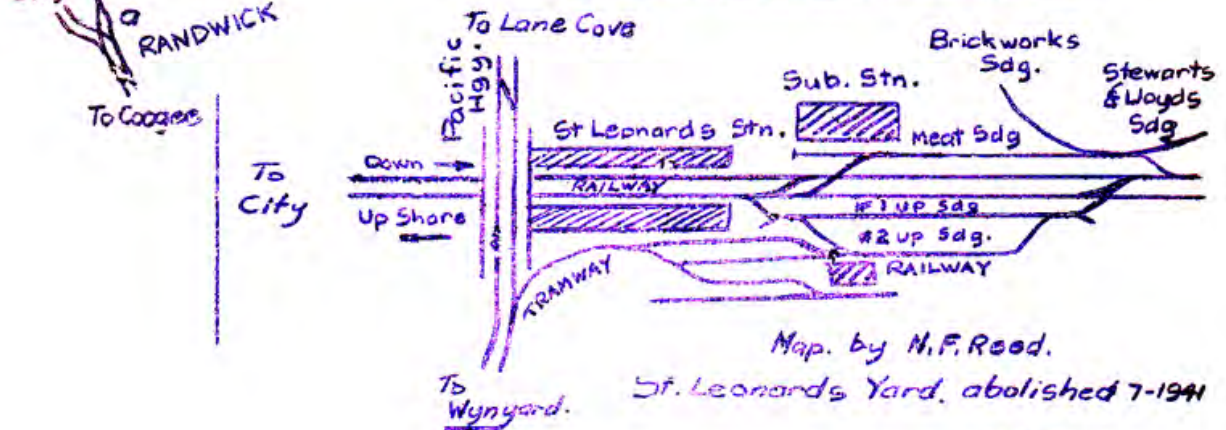
..... After designing and building of the famous harbor bridge at Sidney, Australia, had been completed, engineers realized that they had overlooked the installation of street car rails. As a result one of the city's important lines was severed and to lay tracks over the completed bridge would have been next to impossible. An English engineering firm in Liverpool was called on to solve this problem and as a result service has been restored through the use of motorized "trolley trailers". ("The Lizard"-Ed.) ... "Modern Mechanix" – January 1937, p 79.

The article was accompanied by a photo of a double deck Liverpool (Eng.) car testing the tram trailer.

WORDS FAIL US---one good thing about the article,--Sidney (Sydney) is called a city---
 about the rest---well words fail us. (Ed.).



Eastern Suburbs' Closures
13-11-54.
Lines closed a-a; b-b.



SYDNEY NEWS..... CLOSURES. On the 13th November 1954 the Department of Transport converted to bus operation the Waverley Depot to Coogee Beach tram service and the Bondi via Bellevue Hill tram line was cut back to operate from the Quay to Ocean St. Woollahra, with certain trips in the peaks operating only as far as St. James Rd.

On 20th November 1954 the Canterbury to Circular Quay service was cut back to operate from Dulwich Hill Loop to the Quay. The Canterbury to Darling Street Wharf service and the Cooks River to Dulwich Hill service both became bus operated. The Circular Quay to Balmain service was extended to operate to the Wharf at Darling Street on an improved headway while the Quay to Birchgrove service was abandoned and the Balmain bus service extended to take in the latter part of the old tram route.

LAST CARS. The last public tramcars to operate on the following lines were as follows:

Circular Quay – Birchgrove	Car No. 1029 “O”
Circular Quay – Canterbury	Car No.
Circular Quay – Nth .Bondi via Bell.*	Car No. 2043 ex City, 1825 ex Bondi
Coogee Beach – Waverley Depot	Car No. 2061 “R1”
Canterbury – Darling St. Wharf	Car No.
Cooks River – Dulwich Hill	Car No.

* 91U last car (Service vehicle) on Bellevue line – 5 am.

After such an “orgy” the Department has announced (for what that’s worth) that there will be no more closures for another year. The abovementioned abandonments have not been taken without protest by the public and many anti-bus letters have appeared in the daily press. As well as that, at the time of going to press, the A.E.T.A. Council have at least two protest meetings to attend in the near future.

TROLLEY BUSES. In the daily press on the 16.11.54, the Lord Mayor of Sydney made a statement regarding Trolley Buses. In his opinion as a traffic “Expert” the trams should be taken out of Pitt and Castlereagh Streets City and be replaced with trolley buses. That we need trolley buses YES... but in Pitt & Castlereagh St’s. NO...

“Q” class No 14 was noted last week out of the shops after an overhaul and has the upper side painted in the form of an advertisement to join the Department.

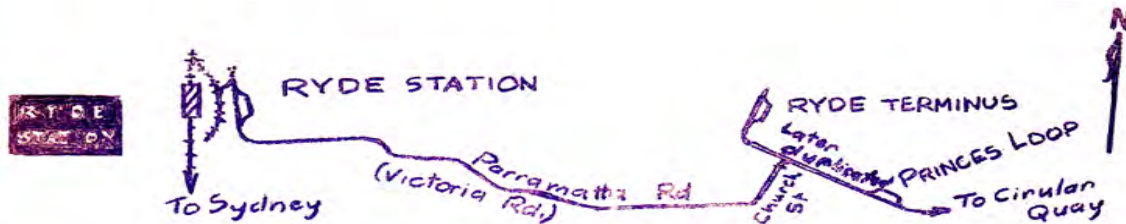
TRACK LAYING. Work commenced on relaying the section of Anzac Parade between Dacey Ave. Junc. and Abbotsford St. Bayswater Road is to be re-located near Rushcutters Bay Depot. The Bondi Junction relay is all but completed. The crossing on the corner of College St & Park St has been fabricated and will be relayed soon.

RYDE LINE. Still able to make the news. All overhead wire and fittings have been removed from this line except at Rozelle & White Bay Junctions.

TRAM STRIKE On 18.11.54, all Dowling Street Depot runs were called in off the road to the depot for a meeting of men to discuss the Department’s action earlier in the afternoon concerning the men partaking of a certain amber fluid during working hours. As a result of this lightning strike thousands of workers were left stranded during the peak (the strike commenced at 3PM.) The writer saw about 200 people at one stop alone in Botany Rd all waiting unaware of what had happened even by 4.30. The Department showed little thought for its customers when it could not rustle up one loud speaker truck to run along the lines concerned.

RYDE STATION TRAMLINE.

By L. Nyman
& K. McCarthy



As early as 1907 there had been agitation for a line from the proposed Drummoyne to Eastwood tramway (which was only constructed as far as Ryde) to Parramatta, to join the isolated Castle Hill to Parramatta line at Pennant Street Parramatta, but a Public Works Committee dismissed the proposal stating that the route would be too long for a tramway. But a section of the Parramatta scheme was built, between Ryde and Ryde Station and was opened for traffic on the 7th. September 1914.

This single line of 1 mile 25 chains was constructed as a service line rather than a passenger carrying venture. During 1913 three "O" cars, 1277-8-9, were built to operate on 600 and 1200 volts, as proposed tramway extensions on the Manly system beyond Narrabeen were to have been worked with this higher voltage. Accordingly the Ryde extension line (as this line was known) was fitted with catenary overhead so that these cars could be tried on the high voltage.

Another reason for the connection of the line was to shorten the haulage distance of North Sydney stock along railway tracks when being transferred from Sydney to the North Sydney system.

The single track line left the main Ryde line in Great North (later Blaxland) Road by a facing turnout (down direction) into Church Street. The line ascended a steep grade south along Church St. and a summit was reached where the line turned west into Parramatta (now Victoria) Rd. The line followed this road with a general down grade, on the southern side, until Rydale Rd. here the line turned north into that street terminating at the Railway Station steps.

A passing loop was located at the steps and a trailing connection entered the railway yards, beyond the loop, making physical connection with the N.S.W.G.R. siding.

(continued on the next page.)

RYDE-RYDE STATION LINE (continued)

The line was protected with staff & ticket working, the section being called "Ryde Extension Line, Staff Section 1."

A sub station to feed this and the rapidly developing main Ryde line was built near the railway station.

The 1,200 volt experiments were carried out during the early days of the line's life, but as the extensions beyond Narrabeen were never constructed, the system was not proceeded with, and no further 1,200 volt cars were built.

The line was worked as a shuttle to the main Ryde line and worked by Rozelle Depot. "N" cars handled the bulk of the traffic, and "L" cars were to be seen on the run too, but this was the exception rather than the rule. During Saturday afternoons and nights and "O" car took over the service from the "N" car.

Cars bound for the North Shore lines were generally towed dead from the City by "U" cars, steam tram motors taking over between Ryde station and St. Leonards, but there is evidence of the steam motors towing the cars the full distance on rare occasions. All stock transfers were carried out in the early hours of the morning usually on Sundays.

Stopping places were located along the line at:-

Church St. Junc; Glebe Street; Belmore St.(a); Barton Ave; Mellor St.(a); The Creek; Hermitage St.; Railway Footbridge; & Ryde Station. The time of journey was 8 minutes. One fare section in length. (a)-- Stops regularly on down, when required on up journeys.

The trams gave a frequent service, in 1923, on Mondays to Fridays 35 trips were made, the first car leaving Ryde at 6.19am the last leaving the Station at 11-47pm. On Saturdays 35 trips were again run but with more trips in the afternoon. On Sundays only 23 trips operated, but considering that there was no service during church hours, the residents were well catered for.

The passenger service was withdrawn on 12-3-34 (during an early spate of tramway closures) but the line continued to be used for North Sydney transfers until the tramcar carrying trailer was purchased in 1937.

As service on the Ryde line was dependent on the Ryde Station substation, the centenary overhead and the rails remained in place between Church St. Junction and Falconer St. until 1950.

The writers are indebted to Mr. Ron Murray & Mr. H. South for information, from personal observations, used in this article.