

ISSUED FREE ON REQUEST TO NEW SOUTH WALES MEMBERS

# The Trolley Wire

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

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## PROPOSED TRAMWAYS NO. 8.

1900-1915. COOKS RIVER TO ROCKDALE via West Botany Street.

The route of this proposed line (from Tempe terminus via Princes Highway. And West Botany Street to Rockdale line) was first proposed in 1900 when the Rockdale Municipal Council asked the Minister for Transport to receive a deputation to carry out the scheme, but the state of public finance caused the scheme to be shelved.

A deputation, comprising the Mayor of Rockdale, Newtown and St. Peters awaited the Minister (C.A. Lee) when the scheme was revived in 1906, but nothing could be done until running powers over Saywell's line could be obtained. All the Minister could do was to promise to bring the case before Cabinet.

In March 1914 the Tramways Proposals Advisory Committee reported that the route would suit local requirements and would not interfere with the Railway's Traffic, so the construction of the new line was recommended. After Saywell's Tramway was taken over by the N.S.W.G. Tramways, on 7<sup>th</sup> June 1914 the above proposal now had no barrier re running power on Saywell's line, so the scheme was submitted to the Public Works Committee on 15<sup>th</sup> Dec. 1915.

The Committee came to the conclusion together with the Deputy Commissioner for Railways the construction of the line should not be carried out until the existing steam lines in the district be electrified.

The Route:- Commencing at Wolli Creek Junction and running via Rocky Point Rd. and West Botany Street to Rockdale, junctioning with the existing line at Bay St. Steepest grade 1:18.5 sharpest curve 4 chains radius. The length, including the two loops of 5 chains each, 2 miles 5 chains single track.

ESTIMATED COST £24,750 i.e.

£5,745 for power & feeders.

£4,117 for ballast.

£2,679 for per way material.

£2,400 for o/head wiring.

£1,215 for welding and bonding.

£1,720 for surveys and engineering

(The existing cost of £5,400 for power & feeders is given on the basis that the existing steam tramways in the district will be converted to the City electric system.)

(Map of this proposed line will be in the next issue.)

ESTIMATED REVENUE AND EXPENDITURE

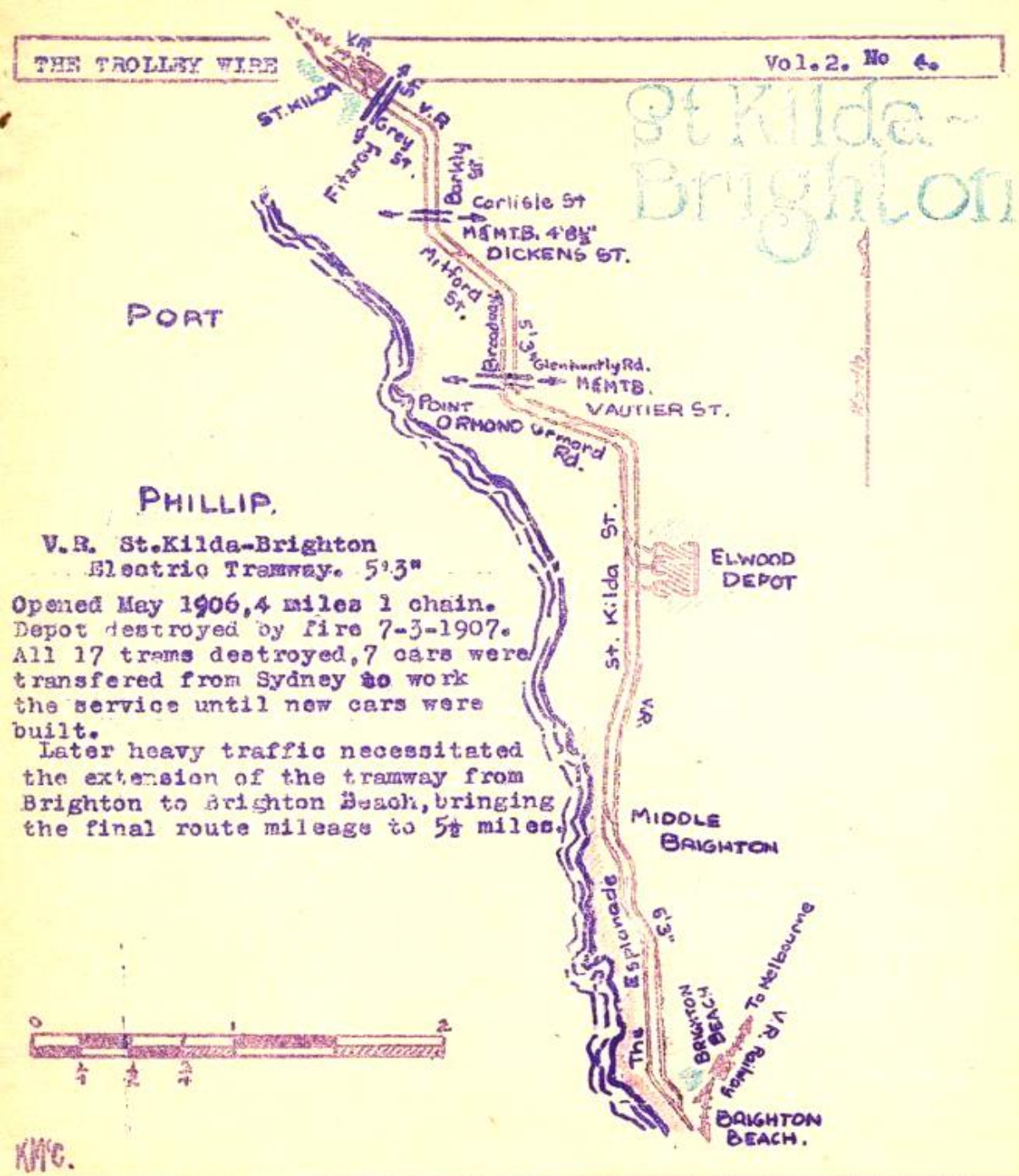
Est. annual exp. including 5% interest on Construction

costs £1,228

Working expenses £4,246

Total £5,474

Est. revenue allowing for loss on Railway £1,507.



THE TRAMWAY AND FERRY CONNECTING SERVICES ON SYDNEY

BY G. L. JOHNSON

## No. 2 – CIRCULAR QUAY

The main ferry-tram interchange point in Sydney has always been Circular Quay. Passenger traffic at the Quay reached an optimum in the years preceding the construction of the City Railway, when trams provided the vital link between the ferry services to the North Shore and Manly and the Railway terminus at Central Station.

The water boatmen of Sydney Harbour were quick to realise the advantages of Circular Quay as a hiring place and research shows that the first organised ferry in the North Shore ran from the foot of Phillip Street in 1849, though as intermittent one had operated from Windmill Street as early as 1942, lasting only a few years.

The small paddle wheel steamer “Herald” which ran on the Circular Quay – Milson’s Point in 1849 also doubled as a tug to assist the overseas sailing vessels to their berths around the Port, an occupation which proved more lucrative than running ferry passengers back and forth. So it proved that the “Herald”’s service were required elsewhere, the unwitting passengers had to wait until the straying ferrymen and their vessel returned to its accustomed place.

From this humble beginning ferry services gradually improved and expanded, and Circular Quay became the city terminus of ferries from Milson’s Point, Lavender Bay, Manly, Neutral Bay, Mosman, and Watson’s Bay. The first tramway to actually reach Circular Quay was the Pyrmont – George Street electric line in 1899, followed by the Young Street loop in 1902, the Pitt Street – Castlereagh Street lines being opened in 1901. In 1903 Lane Cove and Parramatta boats were running from No. 6/7 Jetty at the Quay, and a ferry service to Athol (not Zoo), Clifton Gardens, Balmoral, and The Spit was started in 1905.

The opening of the Ridge Street cable tramway in 1886 and the completion of the Hornsby – Milsons Point railway in 1893 brought a great impetus to the North Shore ferries, which was increased with the opening of the tramway to McMahan’s Point in 1909. Traffic on the ferries built up in the next twenty years to such an extent that in the late 1920’s Sydney Ferries were providing a six minute headway in the peak hours on the Milson’s Point service with vessels capable of carrying 2500 passengers.

The opening of the Sydney Harbour Bridge in 1931 sounded the death knell of the North Shore ferries and this, coinciding with the opening of the City Railway gradually drew trade away from the Quay to such an extent that in 1951 Sydney Ferries Ltd. Announced that owing to lack of patronage and other factors they would withdraw all passenger services by June 30. Action by the State Government resulted in the formation of a new company known as Sydney Harbour Ferries Ltd., which took over the existing ferries and facilities from the former Company. The new organisation is, of course, State-backed.

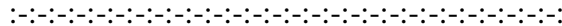
The McMahan’s Point, Lavender Bay, and Milson’s Point ferry services were withdrawn in 1932 as they were no longer required now that trams, trains, and vehicular traffic were running direct to the city over the Harbour Bridge. (continued on page 4.)

Continued from page 3 .....

A service with small launch-type ferries was inaugurated to provide for local residents. The Watson’s Bay run ceased operation in 1933. Full time service to Clifton Gardens and Nielsen Park was reduced to week-ends only in 1941 and the Parramatta River run, already pruned back to Gladesville Bridge in 1928, was cut out completely in 1946. At the same time the Lane Cove River service was reduced to peak hours only.

The opening of the Circular Quay railway will, no doubt, have a rejuvenating effect on the Circular Quay ferry traffic, though it is doubtful if the already elderly vessels of the ferry fleet will alst out the distance till the time when we will see eight car “sparks” rattling across the viaduct from under Macquarie Street to the new station which will extend right across the ferry front from Young Street to Pitt Street.

A further article in this series will appear in the next issue.



THE PROPOSED TRAMWAYS OF THE EASTERN SUBURBS – Vy Gil. Hayman

This is No. 7b of our “Proposed Tramways” series and is a continuation of the article appearing in last month’s issue.

Passing loops were to be provided at each beach, and the dead-end termini of the City - Beach lines were to have been connected with the new route, thus providing for much more flexible working. The tremendous tourist traffic that this line would have attracted may well be left to the imagination. Although the cost of the tramway with its heavy engineering works would have been enormous the scheme was shelved., not on financial grounds, but on anticipation of the completion of the Eastern Suburbs Railway in 1942! In this connection it was suuggested that the Coogee Beach and La Perouse tram routes could have been rebuilt as electric railways at comparatively little cost.

In the Darlinghurst – Kings Cross – Darling Pt. area the following lines were proposed:-

(a) from Darling Pt. to Oxford St. Woollahra via Ocean St. and return via Edgecliffe Rd.

This is now ‘bus route No. 369.

(b) from Kings Cross to the Oxford St. lines via Victoria St. and Darlinghurst Rd., this short connection also being a ‘bus route.

A branch of the Watson’s Bay line was to have been laid from Rose May to Watson’s Bay via Vauclose Rd., and it is presumed that the branch would have joined up with the main line at the terminus. ‘Bus routes Nos. 325, 327 and 328 now serve this area.

Continued on page 5.



SYDNEY NEWS serving to amuse the passengers, who, by the way were by this some 15 minutes late. At last the crew behind us decided to act and after a short con-fab to our crew announced to all that we would be moving. Now it just so happens that these particular cars anyway were to run via Campbell St. Upon our arrival (yes we made it) at the junction the points were pulled over and we roared around the semi-reverse curve (5 m.p.h.) only to grind to a halt just clear of the main line. All efforts to move our car were met with a barrage of sparks and smoke and, with some 20 cars to pick from, all our passengers except one (yes you guessed who) abandoned us.

The Launch Tour which was to be held last Sunday was cancelled owing to lack of support from the members. During Show week it was a pleasure to see so many coupled sets on the road during the non-rush hours. Members having perhaps the last opportunity to photograph Ultimo Depot cars working in the Moore Park area in large numbers.

“O” class car No. 924 has been set up on a stretch of concrete track at the rear of the bus workshops at Randwick and is used as an instruction car.

Ballast cars at Wollie Creek as at 1/4/53. 1sv, 15sv, 19sv, 22sv, 63sv, 85sv. It is rumoured that 10 R cars are to be stored, if so things are going from bad to worse.

MEMBERS PLEASE NOTE... Mr. K Morris has now moved and his new address is No. 18 Montgomery Avenue, Revesby. At the second meeting in May a discussion on the proposal to set up an exhibit in the proposed Museum at Kurnell will take place. This scheme is aimed at bringing in the Association around 100 pounds a year to assist us to build a permanent meeting room and all are asked to take part in the discussions anyone requiring further information should contact the Secretary.

Any member who has paid his fare on the launch tour which was not held can, if he so desires, have the money transferred to cover his fare on the next tram tour which will probably be held in May, any difference in price will be refunded. For further information contact the Public Relations Secretary.  
W A N T E D. July, Aug, Sept 1950 or any issue before June 1950 of “Modern Tramways” to purchase good price paid, or will exchange Oct 1950 for any of the above issues. Apply H. Ballmont 44 High St, Harris Park, Parramatta UW 6862

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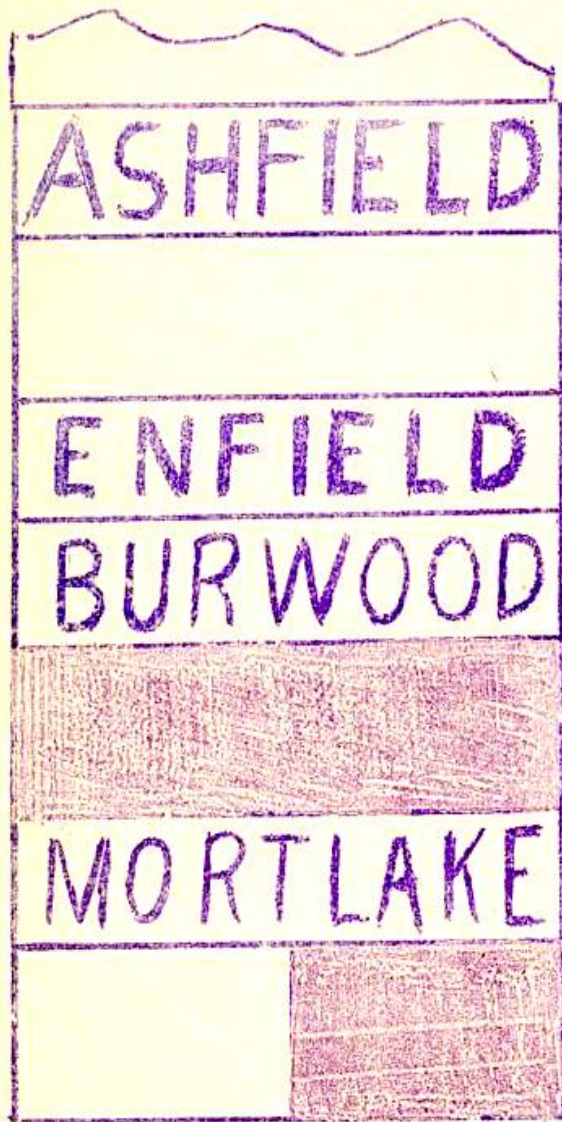
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Back copies of the “Trolley Wire” are available at 6d. a copy (except Nos. 1 – 4).

More ‘worn out’ Newcastle rail is to be used in Sydney, on the Bondi line from pole 100 on the down track towards the terminus. The rail being used is 102lbs to the Yd. as used on the more heavily trafficked line in Newcastle.

The tramway feeder cables formerly used for the Northbridge line blew-up recently at the underground section between Falcon St. Sub station and the northern side of Falcon st. Junction. Owing to the high cost of relaying the underground cable it has been decided to take the cable above the roadway necessitating the erection of four new poles and the installation of new copper cables.





Drawn by N.Chinn.



No. 9.  
ASHFIELD ) - MORTLAKE - CABARITA

Tram destination roll as it appeared in 1912.

All letters white on a black background  
Special and Depot Only are on a black back-  
ground. Taken from the 1912 Working Order

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## STEAM TRAM DESTINATION BOARDS

By C.C. Singleton - cont'd -

LIST OF BOARDS ON MOTORS AND TRAILERS

PADDINGTON	WOOLLAHRA	RANDWICK WORKSHOPS	WAVERLEY
MOORE PARK	ZOO	RACECOURSE	FIVEDOCK
ABBOTSFORD	NEWTOWN	RAILWAY	DARLINGTON
FOREST LODGE	BALMAIN	BONDI AQUARIUM	SYDNEY
DULWICH HILL	MARRICKVILLE	EXHIBITION	BOTANY
SPRINGVALE	BAY STREET	NTH. BOTANY	WATERLOO
CROWN STREET	LEICHHARDT	KENSINGTON	
OCEAN STREET	- before 1893.		BANKS MEADOW - before 1893.

SHEDS - before 1893.

BONDI - later BONDI AQUARIUM and BONDI BEACH were added and BONDI withdrawn.

RANDWICK - shown on trailers only.

TEA GARDENS TRIANGLE - not since 1893.

CHARING CROSS - Extension trams may have used it.

COOGEE EXTENSION - not since 1893.

RIFLE RANGE - probably side roll, but motor may have had board.

CENTENNIAL PARK - not since 1893.

LONG BAY - roll indicator on trailers; motors carried LITTLE BAY

LA PEROUSE - not on side, but may have been on motors.

RAILWAY GATES - used on Up specials via Cleveland St. to Railway (Devonshire Street).

NOTE - Waverley - Randwick Extension trams carried BONDI JUNCTION,  
WAVERLEY JUNCTION, RANDWICK, or COOGEE.

Information just to hand shows that the following signs were also used.

ANNANDALE ENMORE CRICKET GROUND SHOW GROUND

THROUGH TRAM - Red board with white lettering.

FIRST CLASS TRAM (Randwick Racecourse) - Red board with white letters.

MANLY, CURL CURL

❖ ASHFIELD, ENFIELD

❖ SOUTH BROKEN HILL, ARGENT STREET, NORTH BROKEN HILL

❖ NEWCASTLE, WALLSEND, MAYFIELD, TIGHES HILL, ADAMSTOWN, MEREWETHER,

❖ KOGARAH, SANS SOUCI, SANDRINGHAM (GLEBE)

❖ These boards were changed to rolls about 1901,

ELECTRIC TRAMS WITH BOARDS

RIDGE STREET, MILITARY ROAD - revolving side boards only.

TO WAVERLEY, TO RANDWICK - do. do. do.

Mosman and Willoughby electrics may have had boards, but did not see them til 1900, when they had standard signs in rolls.

OCEAN STREET, ROSE BAY - revolving head and side signs.