

The Trolley Wire

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

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8 BUS ROUTES ON RYDE LINE SAVINGS OF £220,000 VISUALIZED?

By a Staff Reporter. EIGHT BUS ROUTES ARE NOW NEEDED TO HANDLE THE FORMER RYDE TRAM ROUTES, YET A SAVING OF £176,000 ON MAINTENANCE AND £44,000 ON OPERATIONAL COSTS IS VISUALIZED-----26-6-53.

On Saturday 27th June the remaining section of the Ryde tram line was bustituted and on the following Monday, for fear that the change over might not be a success the following statements in favour of the buses were released.

A saving of 15 minutes in running time to the City.

No mention was made whether this figure was for Ryde-Railway or Drummoyne-Railway section. As the trams took only 15 minutes for the journey from Drummoyne-Railway in slack periods, we feel that it is dangerous to human lives to undergo the journey in no time at all....

The figures mentioned above were of an attractive nature to the tax payer but, of course, no mention was made whether these figures were per annum, per decade or per century. BUT IT LOOKED GOOD IN PRINT.

But what the travellers, depot staff and local motorists observed is:-

The flow of traffic which is reduced to a crawl at any time at peak hours on Pymont Bridge will be further slowed down by the additional bus routes introduced by the recent changeover.

The department states that dead running will be reduced, but this is only in the P.M. peak. Indeed the depot is closer to the outer end of the route than the tram depot was to the inner end, and a 9 mile dead run will be involved by buses entering duty in the City. Whereas the Gladstone Park and Pymont buses will have twice or three times as much dead running as the former trams on this service did.

Continued on page 7.

THE TRAMWAY AND FERRY CONNECTING SERVICES OF SYDNEY
NO. 4. MANLY – cont'd- & NO. 5. MINOR CONNECTIONS. By G. L. Johnson.

Efforts to provide the ferries with additional passengers resulted in the ill-fated Manly – Warringah diversion scheme, which unfortunately did not have the desired effect.

An interesting feature of the tram – ferry co-ordination in Manly was the cargo service provided by the Ferry Company, which started in 1908. A special freight wharf was built at East Esplanade and was provided with a tramway connection. This wharf had an electric traverser and a great deal of space in the Working Order Book of the day was devoted to its operation. Freight sidings were provided at Dudley Street Balgowlah, this being the per-way yard for the system, Alfred Road, Brookvale, and Narrabeen.

At first the company used two vessels, the Ben Bolt and the Fairlight, and three trips each way per day were provided. The paddle steamer Narrabeen replaced the Fairlight in this work in 1913, and was itself withdrawn in 1917. The S.S. Narrabeen II was built in 1921 expressly for the cargo service, and both this vessel and the Ben Bolt were sold in 1928, when the construction of the Spit Bridge rendered the Ferry Company's service redundant.

No. 5. MINOR CONNECTIONS

In this, the final article in this series it is proposed to mention briefly the several harbourside ferry connections which are not important enough to warrant an article in themselves.

a) DARLING STREET.. Ferry services to this wharf date back to 1842, though it was not till 1903 that the tramline was extended to meet the ferry. Nicholson Street had been reached by 1902, and the problem of the steep 1 in 8 grade to the wharf in Darling Street had the Railways Department bluffed till a gentleman named Stowe came forward with a scheme for a cable operated counterweight such as is in use on this section today. The only other alternative the Railways Department (who operated the Tramways) had in mind was for a round-about and costly deviation, and Stowe's counterweight scheme saved the Department a considerable sum in the proposed resumption alone. The Counterweight equipment was constructed by the Clyde Engineering Company.

THIS ARTICLE WILL BE CONCLUDED AT A LATER DATE

This magazine is published and printed for and on behalf of the Council of the Australian Electric Traction Association New South Wales Branch by K. McCarthy, B Parle, and N Chinn.



SYDNEY NEWS

Hadfield's patent temporary portable crossovers were tried out in Abbotsford Street, Kensington, during the last week of June. Six sets of these crossovers were purchased about the time of the First World War, and have not been used for over fifteen years, during which time they have been stored at Wollie Creek. It is intended to use these crossovers with modifications and improvements in the near future.

Ballast Wagon No. 93U was used on Friday 26th June to carry the 100,000 Holden motor car manufactured around the City for exhibition purposes.

The first batch of corridor cars to carry commercial advertising on their side panels appeared during the first week in July.

Track relaying is to be carried out in Elizabeth St. near Wentworth Ave. and in Cleveland St. between Crown and Elizabeth Sts.

The public address system which was recently installed at Railway Square has, for reasons unknown, been removed.

The breaking up of "O" class trams has commenced at Randwick Workshops, and it appears that all "O" type cars are to be broken up and burned, although the seats are for sale at 5/- each.

Ultimo Tram Depot has closed and the Drummoyne - Railway, and Gladstone Park - Railway

tram services were abandoned in favour of 'buses on 28th June 1953. However, Quay - Railway trams via George St. still terminate in Quay St.

The Department's plan for providing spare bogies has begun. When this scheme has been completed there will be six bogies for "O" class cars, five for "P", "PR", and "PR1" class cars, four for "R" cars, and six for "R1" class cars. In addition to this there will be forty one spare motors. The Department is to be congratulated to this obvious money saving idea.

Balmain sub-station is to be converted to automatic operation in the near future.

A new type of current collector is under consideration for trial by the Department. It is to be hoped that the conventional trolley pole and wheel is at last to be done away with.

ENTER THE ELECTRICS

Compiled by K .McCarthy from notes by G. Hayman and C. Singleton.

----- Continued from last month's issue.

The overall appearance of the cars was neat, the trams being painted with a sandy cream enamel finished off with gold numbers and very ornate scroll work.

The interior lighting of the cars was furnished by coil electric bulbs which registered every notch of the controller at night, while a more dependable (?) oil lamp was hung on the front apron for external illumination. The whole car depended on a slender "Lifeline", that is the trolley pole, which consisted of a bamboo pole of dubious strength, with a copper collector running its whole length.

These cars operated spasmodically on the Waverley extension line for a few years, but the initial teething troubles were never overcome so the electric service was discontinued and steam running reverted to.

In 1893 it was decided to extend the North Sydney line from Falcon Street, on the new extension of the cable line to Lane Cove Road to what is now Spit Junction. As it was thought that the terrain along the route did not demand cable traction it was decided to shift the cars and plant of the Waverley experiment to the "North side" for this new route.

The three electric cars were towed by steam motors to Sydney and man-handled and horse-handled (if we might use such a term) to the Quay into a barge, and finally onto the cable lines at Milson's Point where they were towed by cable dummy to Ridge Street Depot.

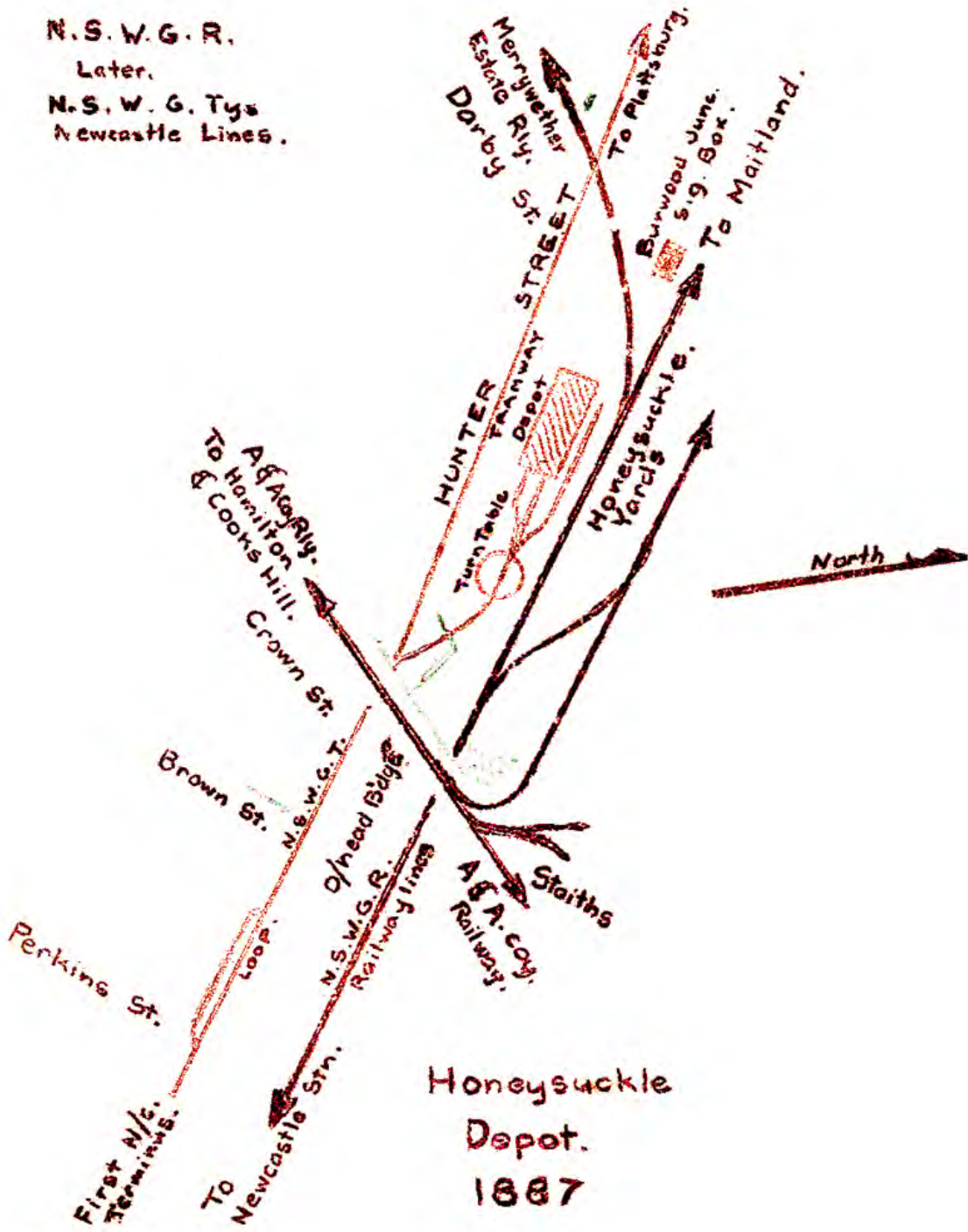
The power equipment was set up adjacent to the cable engine house at Ridge Street, and a battery house consisting of 220 sheet lead cells was constructed at Spit Road. The battery house was capable of supplying some 60-70 amps, so this set-up helped to assist the Ridge Street power house at peak periods and could run the cars home in the event of a power failure. The extension was opened on 20th September 1893, and the three cars, hauling one or two trailers coupled by goose neck couplings gave a suitable service.

It may also be mentioned in passing that in order to keep expenses at a minimum the trolley wire was mounted on side brackets only, requiring the one pole per car, at the side of the track so the trolley pole on the cars was mounted on the side of the cars instead of in the centre. This set-up prevailed until 1900 when, reasoning that if it takes a man a week to do a job then seven men will do it in a day, the whole system on the North Shore was converted to central overhead in a single weekend.

All in all the North Shore electrification was a success, and the electric system was extended to Mossmans Bay (Mosman) on 1st March 1897, this extension requiring two new extra cars, followed by the extensions to Gore Hill, Neutral bay, and The Spit in 1900, but by this time the electric propulsion was out of the experimental stages.

-This article will be continued in next month's issue-

N.S.W.G.R.
Later,
N.S.W.G. Tys
Newcastle Lines.



IRON COVE (OR DRUMMOYNE) BRIDGE.

By Ken Brammall.

With additions by K. Magor and N. Reed.

(Track maps will appear in future issues.)

For the first time since 1902 the Iron Cove Bridge is purely a road transport bridge, and it will only be a matter of another few years when this form of transport will be diverted to a new structure near by, and the old bridge, which took a great part in aiding the settlement of the far western suburbs will be history.

Iron Cove Bridge was opened for traffic in 1884 when the three settlements forming Drummoyne, had a population of a mere 1,445. By the standards of the present era the bridge is considered narrow, but by the engineering standards of 1884 the construction achievement. New possibilities in communication between the north western suburbs (in conjunction with Gladesville Bridge, opened 1882) were opened and also a shorter stock route from the western suburbs to Glebe Island Abattoirs via the bridge was possible.

With the completion of the bridge two propositions were brought forward concerning transport to the newly opened suburbs. One was to construct a railway through Pymont. West Balmain, Drummoyne, Hunters Hill, Pitt Town to Ryde. The other was to extend the Forest Lodge tramway to Drummoyne and Gladesville and to have auxiliary cable haulage on the steep grades.

The railway proposal was forgotten but a step in the right direction was taken when the tramway was extended to Gladstone Park Balmain, in 1892, the steep grades were an obstacle to any extension towards Drummoyne.

With the introduction of electric traction on Sydney's Tramways the possibility of a Drummoyne tramline being constructed was favourable and in 1902 a single line branch, from the Balmain line at Rozelle was completed.

(Continued next issue.)

SACK CLOTH & HESSIAN DEPARTMENT. (Not a regular feature.)

Mr. A.C. Renwick and others have noticed errors in "Tramway Opening Dates", and on checking further we also found these following dates incorrect:-

Drummoyne – Ryde.	12-12-1908 (corrected last issue).
Circular Quay – Johns Street, Pymont	8-12-1899 (instead of 8- 9-1899.)

This series of Opening Dates will be continued when space permits.

8 BUS ROUTES ON RYDE LINE. (Continued from front page.)

Indeed we know of a conductor who was rostered for the new Pymont – City peak bus service. He signed on at Ryde, travelled to Pymont, at the taxpayer's expense, did two rostered peak hour trips on the Pymont service and then returned to Ryde Depot. We would estimate that he, and there will be many others in the same boat (or bus?), who will be paid for 1¾ hours of work, of which one hour will be revenue producing, the other ¾ hour being occupied in travelling to and from the new Ryde Depot and the job.

We also notice that figures similar to those quoted at the head of this article were issued after the Drummoyne-Ryde section was completely substituted, but instead of the annual losses becoming less they have increased, and the transport system carries still less passengers per annum.

Although some of the newest type buses (O.P.D. 2/1) have replaced the once longest and heaviest loaded tram service and the Department have gone to no end of trouble to make it a success so this usual apologetic statement had to be made.

“SOME ADJUSTMENT WILL BE MADE TO HANDLE THE PEAK RUSH OF OFFICE WORKERS.”

ASSOCIATION NEWS. -----

The tram tour held on 28th June 1953 over the closed Drummoyne and Pymont lines was a great success. 82 members and friends were on the R1 class No. 2031, and the tour embraced the Balmain, Birchgrove and Canterbury lines as well. The car was decorated with black Crepe and green and purple Wreaths.

A film night was held at the Public Library in Macquarie Street on July 8th, and about 60 members and friends were present. We were honoured to have as our guest the Commissioner of Government Transport, Mr. A.A. Shoebridge, and our President Mr. K. Miller presented Mr. Shoebridge with a memento consisting of a plaque surrounded with an engraving of our first tramcar L/P 154. Our thanks are due to Mr Shoebridge for his kindness to us for making this car and others available to the Association for preservation.

An electric train tour will be held on Sunday 6th September. The train will leave Central about 9-30 a.m. and the tour will cover the electric railway system and return to central about 5 p.m. A picnic stop will be made at Cronulla.

AUSTRALIAN ELECTRIC TRACTION ASSOCIATION.

N.S.W. BRANCH.

(Before filling out form, read below.)

NAME. _____
ADDRESS. _____ PHONE NO. _____

ORDER OF INTERESTS.

- (1) _____
(2) _____
(3) _____

Any other RELEVANT interest that you think should be included in the aims and objects of this Association.

SIGNATURE _____ DATE _____

No.1

PLEASE CUT ALONG DOTTED LINE AND RETURN TO BRANCH SECRETARY.

MEMBERS ARE REQUESTED to fill in the above form placing in preferential order the following interests, which cover in the main headings all the activities that you wish to indulge in, or follow.

These interests fall into three main groups as follows:-

- (a) The study of modern day equipment and systems. The advocacy of retention, and extension of electric traction vehicles and the explanation of the true facts concerning the advantages of electric traction vehicles over other forms of surface transport.
- (b) The study of the history of systems, either existing or extinct, with their cars, and associate equipment. The collection and preservation of data and equipment for historical purposes.
- (c) The modelling, whether active or otherwise of present day or historical tramway or railway equipment.

AN EXAMPLE OF THE COMPLETED FORM COULD BE AS FOLLOWS:-

(the abbreviations can be used when filling out the form).

- (1) (c) Modelling. (2) (b) Study of history. (3) (a) Modern activities

For your information and assistance there is reproduced on the next page the AIMS & OBJECTS of the N.S.W. State branch, as extracted from the approved Constitution.

MUSEUM NEWS

The Public Relations Section announce that the Commissioner has approved of Tramcar No. 127s (ex "F" Class No 393) being handed over to the Association's museum. Owing to the large amount equipment missing from this car a large amount of restoration work will be necessary.

Other items of equipment, if made available by the Department, will include the following:- "N" class car No. 728, 1 Low Bridge double deck 'bus, a set of signals from Wollie Creek, items from "O" and "E" class cars, and a horse drawn tower wagon.

Any member who can assist in the storage of any of the above items PLEASE contact the Council as soon as possible.

The Council are pleased to announce to members that the Department of Government Transport has granted our Association official recognition as the official Tramway Society. Under this scheme our Association has first right of refusal for items and records of historical interest.

AIMS & OBJECTS:- The aims of the branch shall be:-

- (a) To advocate wherever possible the retention, improvement, and extension of electric transportation, and to propagate the facts concerning the advantages of electric traction over other forms of mass transportation.
- (b) To take any action approved by the council calculated to assist the best interests of the travelling public by representation to any statutory authority, body organisation or tribunal, set up to investigate transport policies, facilities, or fares; to bring forward any facts and engage any help deemed necessary and essential for such purpose.
- (c) To study, record, collect and preserve data and articles relative to the history and present day operation of electric transportation, and to study the transport of those cities where electric transportation could be used to advantage.
- (d) To encourage transport officers, employees, and the general public to become members of the association, that they may to the best of ability, advocate wherever possible the proper objects of the Association.
- (e) To co-ordinate the interests of electric traction enthusiasts and modellers.

Inserted by order of the Council of the N.S.W. Branch of the
Australian Electric Traction Association. 7-53.