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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 8.

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20th August 1953.

THE ANNUAL MEETING WILL BE HELD ON THURSDAY 17TH SEPTEMBER 1953.

ENTER THE ELECTRICS. ----- (Concluded).

Because of the success of the North shore electric services, the successful development of electric traction overseas, and the ability of electric trams in climbing steep hills, the Government decided to embark on an ambitious scheme of electrification, so the first south side permanent electric line was constructed King St. cable line terminus at Ocean St. to Rose Bay wharf, a distance of 1 mile 24 chains. The supply power a dynamo set was installed at the Rushcutter (now Rushcutters) Bay cable house.

This extension of the King St. line was opened on 4-10-1898 and four small, what was later the "C" class tram of the 6 windowed variety were constructed locally, to work the line. Three of these cars are still in service as breakdown cars, at North Sydney, Fort Macquarie and Rushcutters Bay depots. Which speaks highly of the workmanship of these cars.

The electric cars connected with the cable cars at Ocean St. and were towed between the depot and the terminus as required by cable dummies, although it is reported that the electric cars sometimes travelled dead, unofficially, between Ocean St. and the Depot in the up direction. (Relying on the hand brake for checking the speed on the steep grade.

Thus from three isolated electric systems there grew a large electric system which in 1923 was operating 1,600 electric cars and which still had the distinction of carrying the majority of Sydney's travelling public....

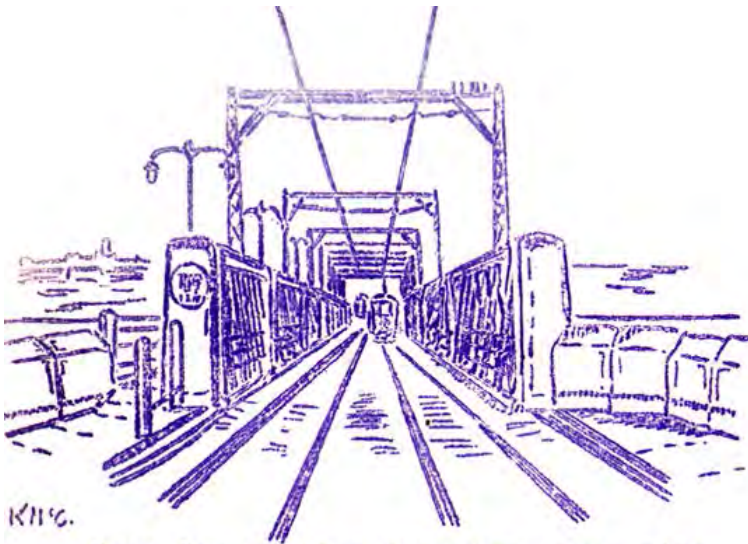
OCEAN ST. INTERCHANGE POINT. 1898-1905.

Cable line. +++++  
Electric line. ———



Pay that sub and avoid a rub.

page 1.



Iron Cove Bridge from Drummoyne side.

(and Gladesville Bridge) remained single until 1937.

## IRON COVE (OR DRUMMOYNE) BRIDGE

By K. Brammall

With additions by K. Magor & N. Reed.

(Continued from last issue.)

This single line branch to Drummoyne was opened as far as Church St. in mid 1902 and to Parramatta River (Gladesville) on 29th December 1902. The single line was laid on the up-stream or down side of the bridge, although in time the line was gradually duplicated the bridge section

Soon after the opening of the Drummoyne line, local organisations in the Ryde district pressed for an extension of the tramway to Eastwood but the Government of the day considered that an extension would only be justified as far as Hatton's Flat Ryde, so the single line extension, 3 miles 51 chains from Gladesville Bridge, was opened on 12-12-1908,

The increase in traffic over the bridge called for a form of automatic signalling to be installed, two signals manufactured by the U.S. Electric Signal Coy. were erected at both ends of the Iron Cove Bridge and being fully automatic they were worked by the movement of the car into the bridge section.

When a car entered the single section the circular plate on the left (there were two such plates, one mounted on each side of the box-like body of the signal, and as they were pivoted on their horizontal axis, they could be placed in a horizontal invisible position)..., which had been invisible would turn to a vertical and fully visible position, while a red light on the lower portion of the body of the signal would light at the other end of the bridge. As more cars entered the section from the clear side the left disc would close and the right would open, and so on as each car entered the section. Similarly the discs would count the cars out of the bridge section, when the last car reached the other side both signals would show clear, i.e. all discs invisible and no red light showing.

(To be continued in the September issue.)

S Y D N E Y N E W S

Major track laying is in progress in Cleveland St., Redfern, and Elizabeth St., City, between Goulburn and Liverpool Sts. As shown (left) the crossover at the southern end of Liverpool St. Junction is being relocated further south. This crossover is one of the first three emergency crossovers to be installed on the Sydney Tramways in 1881.

The overhead wiring on the Darlinghurst Courthouse siding was removed early this month; although this siding was used in the past during Showground traffic to stable a standby breakdown car, the full length of the

siding has not been used since the Prison Tram (A.E.T.A. No, 848) was withdrawn from regular service a few years ago. Although the Penitentiary Siding at Long Bay is also to be removed it is to be hoped that the few remaining sidings on the Sydney System will be in position for many years to come. Indeed Marion St. pole siding on the Abbotsford Line appears to have been used quite recently.

“R1” class cars up to 2084 have been delivered, We will publish the long-awaited “Entering of service dates” of the 100 new cars when No.2087 enters service.

A new service car No. 139S, consisting of a rebuilt K class car entered service this month. While the old veteran No. 127S, ex No. 393F was written off and presented to the A.E.T.A. Museum on 1-8-53 (see page No. 4 – Museum Notes). The few remaining “E” and “K” class cars will shortly be converted to new service stock.

Although the Drummoyne line has been closed for nearly two months the points on the Pyrmont section of that line are still being maintained. Darling St. Junction together with Iron Cove Signal Boxes are to be removed. The points at Darling St. Junction will then be worked by hand. It is interesting to see the points at Darling St. Junction still set by interlocking for the Drummoyne line when the Canterbury line has the right of way.

All overhead wiring has been removed on the Suspension Bridge line, and, we believe, a start has been made on track lifting.

The signal box over the waiting shed at Railway Square is soon to be removed, as its only regular function is to operate one signal where the Down Eastern Suburbs trams enter the Up Pitt St. line near the waiting shed.

Last week, because of the August – September University vacation the Quay – University tram service has been cut back to work between Quay and Christ Church crossover.

- continued on page No. 4 -

Sydney news – continued.

The trams on this service display the temporary sign “Rawson Place – Haymarket”. Why the Quay St. crossover, which would prevent the blockage of traffic in George St., is not used remains a mystery.

On Sunday the 14th July 1953, the modern electric tramway (1¼” gauge) from Victoria St., East Maitland to West Maitland Station was opened to traffic. This ambitious enterprise, known as Maitland Municipal Tramways is managed by Mr, B.J. Parle.

x-x

### M U S E U M N E W S

As announced, car No. 127S ex No. 393F was taken over by the Association on 1-8-53 for preservation, and as from 8-8-53 this car will be officially numbered 393F ex 127S ex 393F....

A working bee was held at Newtown depot on 9<sup>th</sup> august, when eight members turned up and gave our tram fleet a thorough washing and cleaning.

‘N’ class car 728 will be joining the A.E.T.A.s’ fleet in the near future. The colour scheme of our cars will be as follows:-

L/P No. 154 – Green and Cream, Prison car No. 948 – Olive and fawn, F No. 393 – chocolate and cream (to be painted), and a future C class car will be finished in the original varnish scheme. At present it has not been decided what colour the N class car is to be painted.

A tramway preservation fund will be launched this month, as it is ultimately hoped to construct our own private storage shed for these cars.

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### A S S O C I A T I O N N E W S

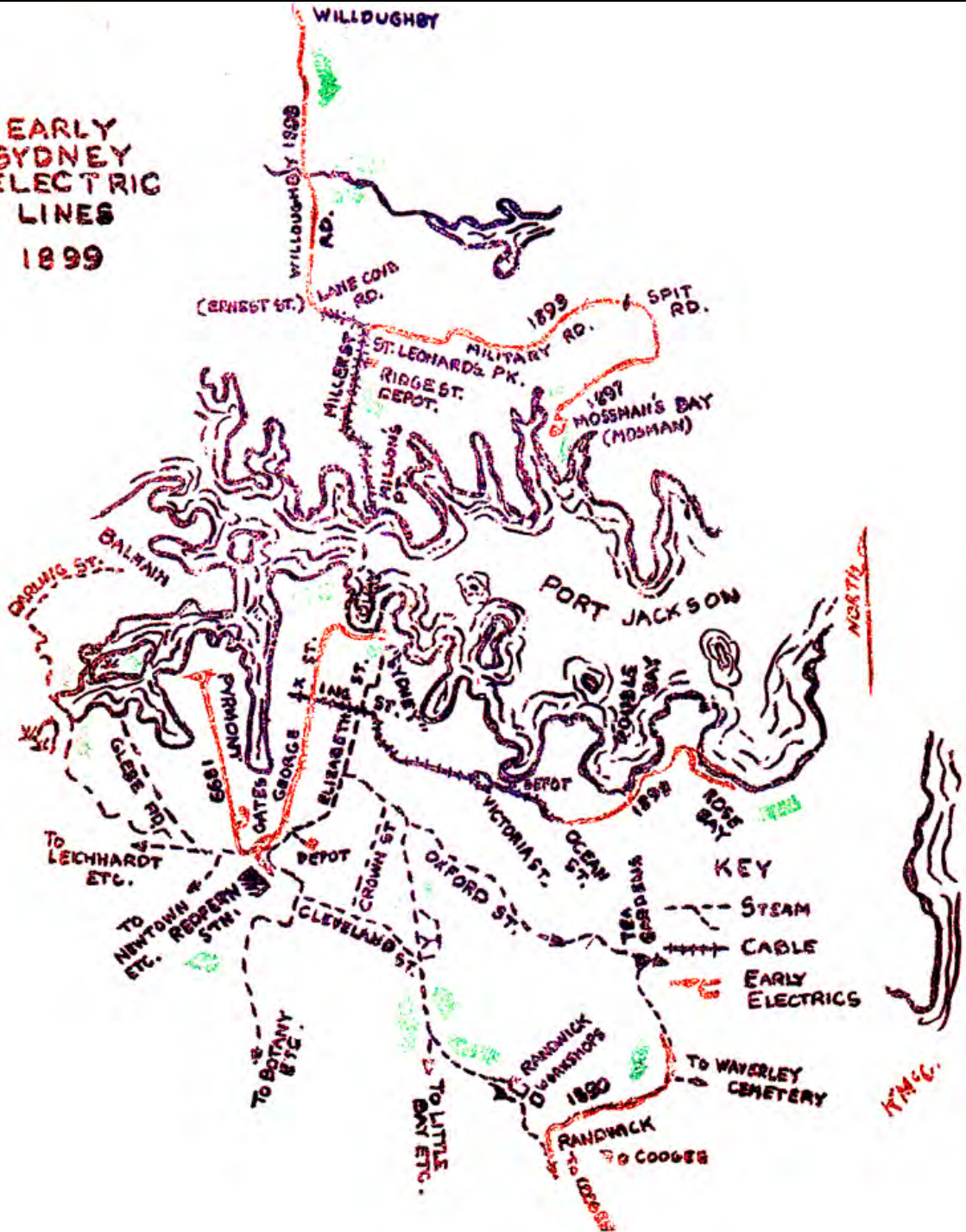
Tickets and booking plan are now available for our four car Electric Train Tour to be held all day Sunday 6<sup>th</sup> September, Members or friends wishing to book seats please contact Mr. Chinn of 17 Delves St., Mortdale, N.S.W. as soon as possible.

It is your duty to attend the annual September meeting on 17th of that month, so please make a point to come along.

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 CLARIFICATION PAGE 6 THIS ISSUE – Connecting lines –  
 18- 2-1906 Double junction – Elizabeth St. – Liverpool St. from Railway towards  
 Darlinghurst.

This magazine is published and printed for and on behalf of the Council of the Australian electric Traction Association N.S.W. Branch by the Printing Staff.

**EARLY  
SYDNEY  
ELECTRIC  
LINES  
1899**



## Opening dates of Sydney Tramway Extensions – No. 5.

## GEORGE STREET – PYRMONT. (Continued.)

4- 9-1922 York Street Loop.

## DACYVILLE LINE.

17- 1-1910 Botany Road-Rosebery Park Racecourse.

16-12-1910 Rosebery Park Extension.

18- 8-1913 Bunnerong Road-Rosebery Park.

## PHILLIP STREET – CIRCULAR QUAY.

12-12-1902 Bridge Street Yards- Circular Quay and Return.

## PITT &amp; CASTLEREAGH STREET.

18-12-1901 Castlereagh Street and Hay Street- Pitt Street and Hay Street via Quay.

4- 8-1906 Pitt Street and Hay Street-Central Booking Hall.

## BELLEVUE HILL.

1- 2-1909 Elizabeth Street-Bellevue Hill.

26- 2-1909 Bellevue Hill-Waverley Line via Ocean Street.

21-12-1914 Bellevue Hill-Bondi Beach.

## CONNECTING LINES: LIVERPOOL, ELIZABETH, CASTLEREAGH &amp; PITT STREETS

30- 7-1905 Elizabeth Street- Castlereagh Street via Hay Street.

18- 2-1906 Elizabeth Street-Pitt Street via Bathurst Street.

18- 2-1906 Elizabeth Street-Castlereagh Street via Liverpool Street.

18- 2-1906 Darlinghurst Junction-Elizabeth Street-Liverpool Street.

18-12-1901 Castlereagh Street-Pitt Street via Hay Street.

6-11-1906 Bent Street-Pitt Street via Spring Street.

6-11-1916 Barlow Street Loop.

14-12-1908 Rawson Place Loop.

## CAMPBELL STREET.

12- 4-1911 Castlereagh street-Flinders street.

## NORTH SYDNEY.

22- 5-1886 Milson's Point-Ridge Street via Blue Street.

22- 9-1909 Junction Street-Miller Street via Walker Street.

17- 7-1893 Ridge street-Lane Cove Road.

25- 4-1898 Lane Cove Road-Willoughby.

20- 9-1893 Falcon Street Junction-Spit Junction.

1- 3-1897 Spit Road Mosman.

27-10-1900 Spit Road-The Spit.

24- 7-1908 Willoughby-Chatswood.

27- 5-1909 Falcon Street-Suspension Bridge.

27- 9-1909 McMahons Point-Blue street.

22- 5-1886 Blue Street- Mount Street via Miller Street.

27- 9-1909 Mount Street- Crows Nest via lane Cove Road (Pacific Highway).

(To be continued.)