

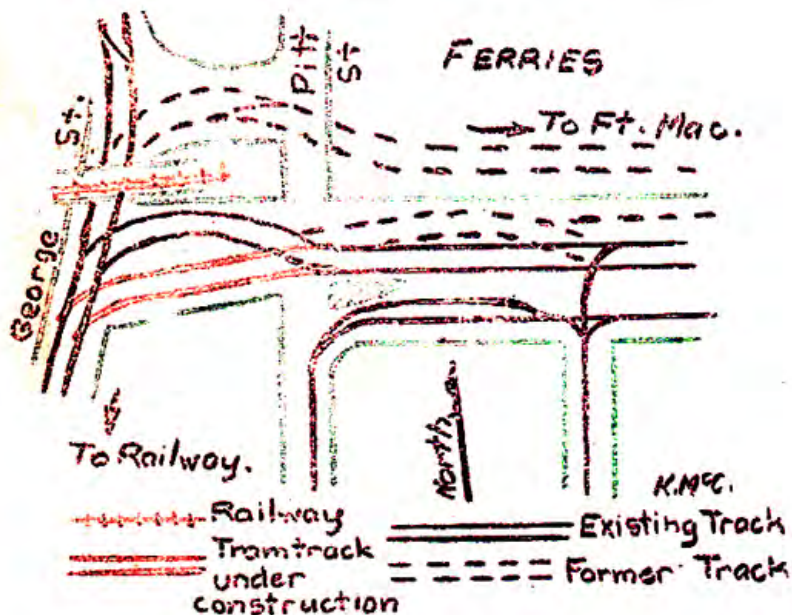
The TROLLEY WIRE

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

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THEY ARE AT IT AGAIN.

Track relocation is again being carried out at Circular Quay, this time between Oitt and george Sts. The new track work is of 103 lb. grooved rail on the straight and 80 lbs. rail and checks on the curves.

The whole job will include the laying of a new (the third) Millers Point Junction (a double turnout) & the other end will connect onto the track laid last September at Tank Stream.

To carry out the relocation a number of air raid shelters had to be torn down and property resumed. As work is now

proceeding on the Quay railway we may see the Quay looking neat again late next year ???

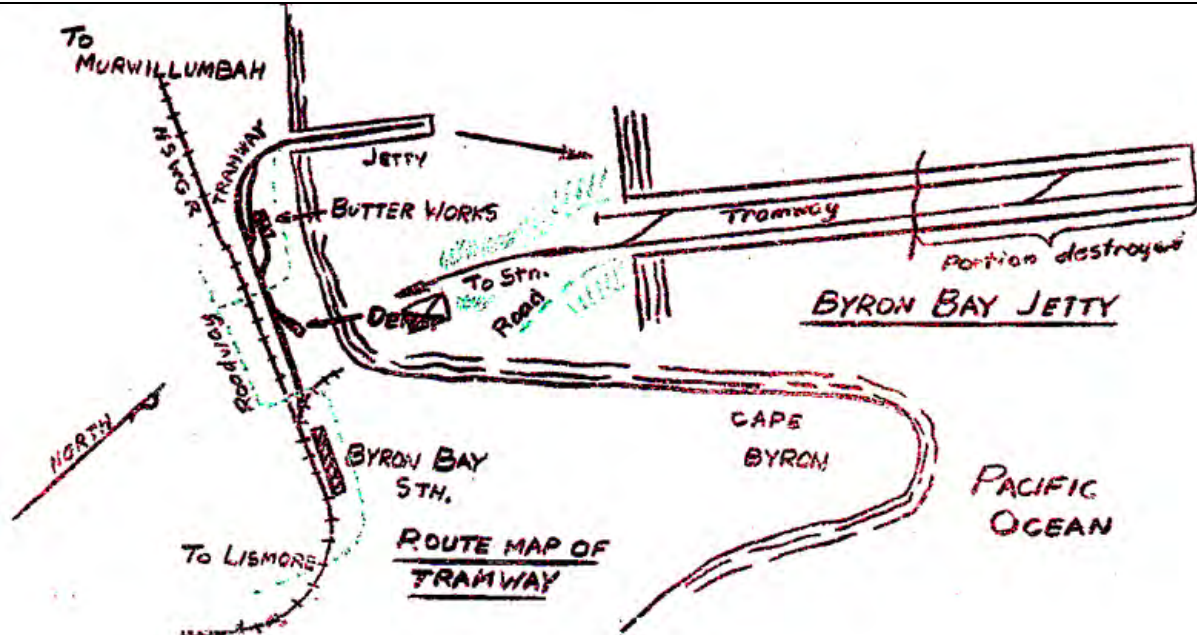
R car 1786 appeared last month with new small numerals. Thses are similat to the old style but only half as large. Be believe that are to be painted on all cars as the fit the central metal panel of the front aprons of the P and R cars, therefore much sign wriitiing will be avoided on smashed cars.

1890 "R1", the car which plunged into the harbour at the Zoo is again in service, and the bulkhead doors and glass in the drop centre have been removed, it is likely that all "R" cars will be so treated.

2018 "R1" (the car which hit the petrol wagon after only 6 hurs in service) was finally scrapped early this month, After much haggling the dept. took the easier way out of the situation.

(Continued on page 3.)

THE NEXT A.E.T.A. MEETING WILL BE HELD AT THE DEVONSHIRE STREET RAILWAY INSTITUTE AT 8 P.M. THURSDAY 20TH MAY 1954



TRAMWAY NEWS (1)
BYRON BAY TRAMWAY.

NORTH COAST STEAM NAVIGATION Coy. Ltd's

During a cyclone which hit the North Coast of N.S.W. on 20th February 1954, the jetty and the outer terminus of the Byron Bay Tramway was carried away. The outer end of the jetty is believed to have been completely destroyed together with electric cranes and other loading devices.

Passenger services have not been run on the Byron Bay-Byron Bay Jetty tramway since the mid-forties, and since then the jetty end of the line has had little use.

The "bread and butter" of the line is hauling N.S.W.G.R. refrigerator cars from Byron bay Station to the butter works situated half way along the line by the company's 0-4-0 petrol, chain driven steeple cab loco. One ex N.S.W.G.Twys "B" class steam trail car and one "C" class electric trail car are still in use in Byron bay depot but they have not been in use since regular boat services from Sydney ceased. We believe that the "B" car is now the property of the A.R. & L.H.S. who will be bringing it down to Sydney in the future.

Because there is no regular shipping services to Byron Bay the remains of the jetty will most probably be removed, but the tramway will continue to operate between the Station and the Butter works.

Printed by the publishing staff for and on behalf of the Council of the N.S.W. Branch of the Australian Electric Traction Association. Any business concerning the magazine should be sent to the Hon. Ed., Ken McCarthy 2 Loftus Ave. LOFTUS N.S.W. Any information required about Association matter will be given by the Hon.Sec., Barry Craig, 63 Second St. ASHBURY N.S.W. Phone UA1372.

SYDNEY NEWS (continued.)

For the first time in forty years advertisements are again appearing on the backs of Sydney tram/bus tickets. Although no commercial ads. have appeared as yet, the Department's seem just as persistent. They were introduced early in February on the one section tickets but are now appearing on all price varieties.

The general "lines of thought" are:-

Have your fare ready and tender the exact amount etc.; Buses can be hired for picnics etc.; Its cheaper to travel by tram & Bus etc.: Have you paid the correct fare?.....

Success of the Haymarket- Quay via George St service has led to the introduction of a similar service in Elizabeth St. This new service runs from the Quay via Elizabeth St. to the Liverpool St. Xover (between Elizabeth and College Sts).

A temporary sign:-
LIVERPOOL STREET
CITY

is carried on the down journey. Although not as successful as the George St. and Pitt St. local services its patronage is increasing but like the George St. service which could be extended to Quay St. this new service should be extended to Eddy Ave.

The cars decorated for the Royal Visit are to remain in service with their bright colour schemes for the time being although the Crown and Cyphers have been removed. One Crown has been sent to Brisbane for their celebrations and we believe that one went over to the west.

Sydney press has announced that the Canterbury-Darling St. Wharf service is to cease in June of July, but the note that no decision as to what type of bus is to be used, was cautiously added. (Unless a double ended vehicle is used there will have to be considerable land reclamation at the Wharf to turn these "Flexible" vehicles. Other news to hand re closures will be released when verified.

Relocation of Safety Zones:- The up Rawson Place zone has been moved further south along George St. to the Christ Church Xover. The down Pitt St zone in Lee St. Railway Square, has been enlarges and moved a few feet north.

Burning of scrapped cars has been resumed at Randwick. At last all the L/P and N cars which have to be destroyed have been burnt.

(Newcastle news on page 5.)

IRON COVE (OR DRUMMOYNE) BRIDGE.

(Continued from the November issue)

By K. Brammall,
with additions by
K. Magor, N. Reed
& K. McCarthy,

To control the flow of traffic during the renewal of the decking on the southern side of the bridge another signal box was installed at Cary St. Drummoyne (see map T.W. Vol 2, No. 9 p.3) known as 'CARRY STREET SIGNAL BOX'. Traffic lights erected to signal both tram and motor traffic (the tram signals being temporarily out of use) were controlled by this box and the "IRON COVE SIGNAL BOX" on the City end of the bridge. Two tramway men and a policeman were on duty at all times during this deviation, which lasted approx. 6 weeks, to handle the traffic which, by this time, had far outgrown the capacity of the bridge.

In the early thirties local councils could see that the volume of traffic was fast approaching the capacity of the bridge, but nothing concrete was carried out. At the same time a Rozelle resident, the late Miss M.A. Ivey, a great worker for local improvements and civic organizations, organized a number of petitions and reports concerning the matter and finally at the eve of World War II the State government sanctioned the construction of a new bridge across Iron Cove.

In 1939 the initial reclamation of property was carried out but because of the outbreak of the war all work was abandoned for the duration. Construction was not resumed until several years after the war, but the pace has been so slow that now, 15 years since construction began, only 4 approach spans as 2 box spans are in position.

A controversial point raised after World War II, during the Department's initial orgy of tram scrapping was "Will trams run over the new bridge?" In reply to that question a local newspaper "The Chronicle" published on 26th January 1950:-

"Many have expressed concern as to whether the new Iron Cove Bridge will carry trams. Transport Commissioner Windsor recently told a Drummoyne Council deputation that tram will run over the bridge."

But soon after an announcement was made that the Drummoyne-Gladesville section of the former Ryde line would be substituted and the Drummoyne-City section would follow in July 1950.

As we know the Gladesville end was converted on 19th March 1950 but as a result of requests of the Drummoyne Council acting under local pressure, the abandonment of the Drummoyne line was postponed and the section Drummoyne-Gladesville Bridge was reopened as from 28th May 1950. At this time the concrete approaches of the new bridge were completed WITH PROVISION FOR TRAM LINES consisting of a recess in the centre of the roadway to take a double line of sleepers.

(To be continued).

NEWCASTLE NEWS. -----By K. Magor.

Considerable progress has been made since last year in the removal of tram tracks in Newcastle, the Lord Mayor of Newcastle (Ald. Purdue) said that much of the remainder will be removed this year,

All track remaining between Broadmeadow and Parnell Place is a short stretch in reservation with the Xover in Belford St. on the City side of Adamstown Junction. The track in Scott Street between Perkin St. and Watt St. should all be removed by the time this issue appears.

The Adamstown branch is still in place but a further portion of the Glebe and Merewether branches have been taken up between Hunter & King Sts. Work is also in progress on the Waratah line, the track from the terminus to Turton Rd. Georgetown, including Tighe St. Loop has been removed, all track on this line should be gone by the end of the year.

Because of the remaining tramlines are the Greater City of Newcastle's control it is most probable that no track will be in position within a few years.

The last tram left Gordon Ave. Depot early in February, this being 27S. This hearse car was shipped by rail down to Sydney by the A.R. & L.H.S. who acquired the car some time ago. This car together with the rail grinder are the only cars brought back to Sydney since the closure.

Single deck buses are being used extensively on the Glebe and Merewether Lines, and operate as one man, in the off-peak. Of interest to the Historical Transport Student is a number of pre-war buses still chugging along the streets of Newcastle. (It seems that the old policy of Sydney first, Newcastle last is still prevalent.)

The former steam tram depot site at Parnell Place is now a bus parking station, and is packed to capacity between the AM and PM peak periods.

The thick feeder cables which followed the railway to Broadmeadow have now been removed between Hamilton and Broadmeadow, but they are still in place from Newcastle along the railway to Gordon Ave. and the depot, so apparently 600 volts is still being used there for machinery.

The rail-tram-crossing in Hunter St. over the Burwood St. colliery line was removed in time for the Royal Visit and rumours are about that pressure is being brought to bear to have the Burwood St. (Merewether Estate Railway) line removed, not only has Newcastle lost its tramways but it seems that its local railways are at stake as well.