

The TROLLEY WIRE

THE OFFICIAL ORGAN OF THE N.S.W. BRANCH OF THE AUST. ELEC. TRACT. ASSOC.

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ASSOCIATION MATTERS.

April Meeting. Mr. S. Goodman addressed the meeting on 15th April last on "How Electricity is Supplied to our Tramways". We sincerely thank Mr. Goodman for giving up his spare time to give this lecture and for patiently answering the many questions asked by the members. The Council also thanks the members for the large attendance, which was better than we could have hoped for as at least six regular members were on their way to Brisbane on the meeting night.

HISTORICAL RESEARCH GROUP. Over a dozen members attended the inaugural meeting of this group in order to discuss the aims & rules etc. which would be needed in such a sub group.

The meeting decided that this group be mainly a discussion group, that it arrange and conduct any historical car tours, that it be put in charge of the care of our four tramcars, and the main purpose of such a group is to bring the members together, who are historically interested so they can view the photo collections, movies, and generally discuss tramway matters, thus leaving the general meeting free for matters of business and important lectures.

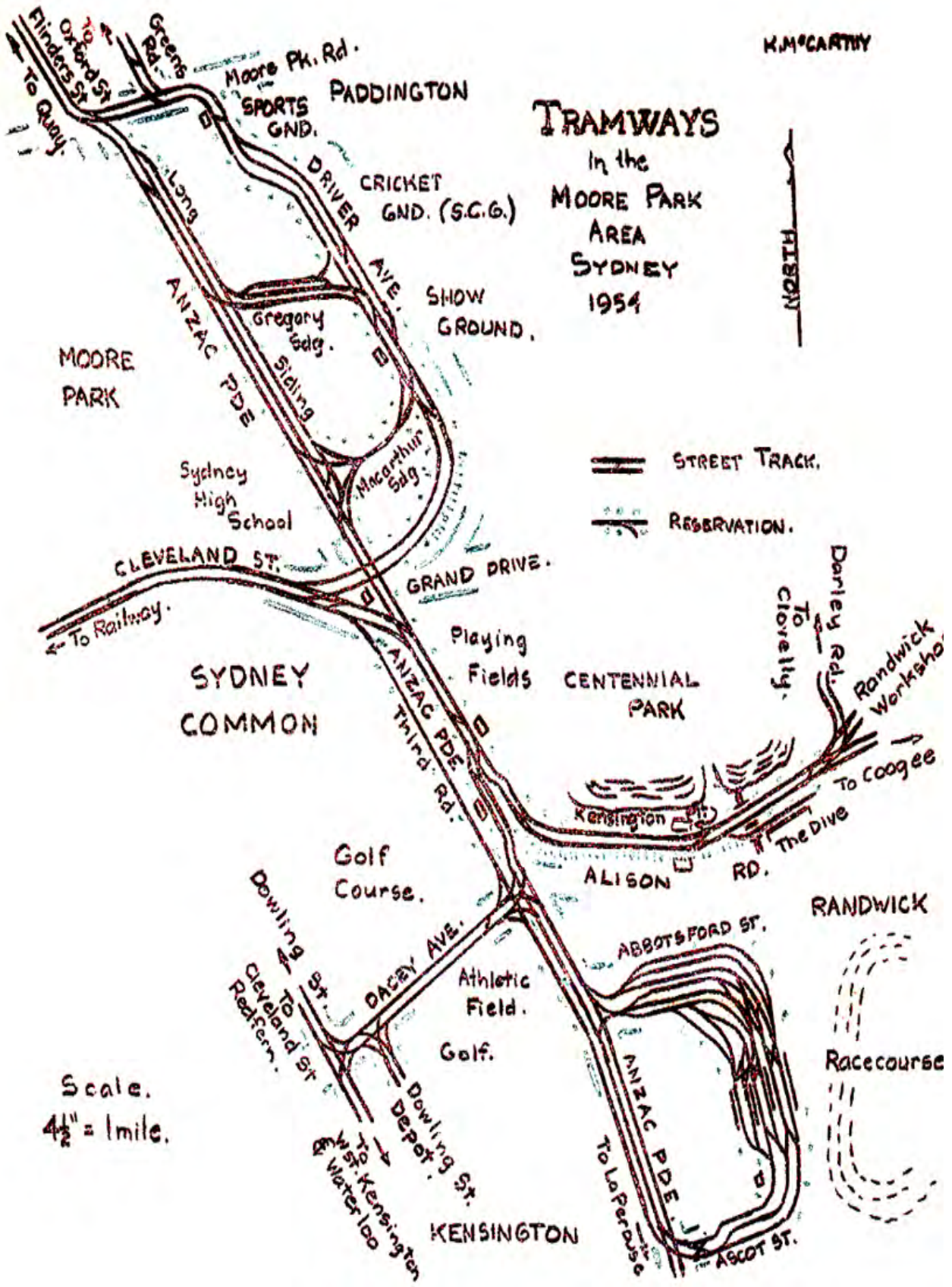
Any member wishing to join this group and who has attended at least three general meetings since he joined the Association should contact the secretary – Mr. B. Craig, 63 Second Street ASHBURY N.S.W. UA1372

NO EXTRA MEMBERSHIP FEE IS REQUIRED but the members will be requested to contribute to the hall hiring fee at each meeting.

COMING TOUR. A tour of the North Sydney Lines will most probably be held in late June/early July by the historical group in a couple set of "E" cars. WATCH OUT FOR FUTURE ANNOUNCEMENTS.

FOR SALE OF EXCHANGE.

Developing and printing outfit – 3 dishes, printing frame, thermometer, ruby lamp & glazing sheet of sale or will exchange for tram & rail books, photos etc., or Hornby-Dublo equipment. K. Fawcett. Flat 3, Block 1, Morehead St. REDFERN.



IRON COVE (OR DRUMMOYNE) BRIDGE By K. Bramall with additions by
(Continued from last issue). K. Magor, N. Reed & K. McCarthy

With the request for the retention of trams in Drummoyne, the Department carried out the necessary preparations for the relaying of track in Harris St. Pymont and Quay St., the section from White Bay to Rozelle Junc. being relaid in 1950, the rest of the track in Drummoyne being in good order having been relaid in 1941. Then like a bolt out of the blue, Drummoyne Council reversed its decision and demanded that trams be withdrawn as soon as possible from their district.

As a result the Drummoyne to Gladesville Bridge section was closed in June 1951 and the Drummoyne section finally followed with the opening of the new Ryde bus depot on 28th June 1953.

Before closing this article it is interesting to mention the last major job carried out by the Dept. to the tracks on the bridge. In 1950 new water outlets were from the turbines of the new extensions to Balmain power house were being built under the eastern approach to the bridge, insufficient props caused the roadway above to collapse leaving about a yard of the up and down tracks in mid air. Although the D.R.T & T. and D.M.R. were quickly on the job, these subsidences lasted for many months during which time motor and tram traffic was reduced to a crawl over the faulty portion.

Although trams are not going to run over the new bridge, tracks are being laid as construction progresses, for the use of steam cranes and construction trolleys. The error in abandoning the trams to Ryde will not be seen in full for many years as the district of Ryde is still growing. Indeed with the opening of the new Iron Cove Bridge and later a new Gladesville Bridge, the widening of the main road from Rozelle to Gladesville would have made the construction of a reserved track tramway from Rozelle to Ryde (a distance of over six miles) a possibility.

(Concluded).

After travelling under its own power from London an oddity on wheels called a tractormobile chose to break down on the Elizabeth St tramlines (Sydney) at Market St. during the mid-day peak on Saturday 27 the March. After much pushing by tram crews the contrivance was moved off the rails and trams resumed running after 15 minutes.

This tractormobile consists of a tractor hauling a caravan and was on its way to Rose Bay, having only another four miles to go when it gave up the ghost.

K. Bramall.

SYDNEY NEWS.

MASCOT RELOCATION. This relocation job of approx. 1 mile along Botany Rd. between Harcourt Pde and a point north of King St. was finally completed on 5-5-54 when trams began using the new down line. The new up line came into use early last January. The former down line has yet to be removed and the track between the southern end of this new work and Lords Rd. Junction is to be relaid in concrete in the near future. (See TW Vol 2, No. 11, p2.)

CONDITIONAL STOPPING. A system using a blue light signal has been drawn up by the Department to be installed in all trams for the reintroduction of conditional stopping. The Dept. will save a considerable amount on electricity consumption and wear & tear by this move. In 1932 the cost of one stop in George St, was £3,000 pa.

SUB STATIONS. As a result of the department's decision to gradually convert all substations to automatic operation, Balmain station is now undergoing conversion and the new Waterloo Station should be in service within the month (when Alexandria Stn. will be closed). Work is also going ahead with the construction of the new station at Double bay. The construction of a new station at Maroubra is being held up, pending settlement of the Dept.'s present policy.

GROOVED WIRE. Because of the many curves in Sydney which cause side wear on the trolley wire, the new grooved wire has not been a success as new clips require much fitting to the grove when it becomes worn. Tests are now being carried out on the semi-isolated Watson's Bay line with dead smooth Lead-Bronze wheels and so far they have proved successful in reducing wear. If further research is carried out we may see carbon insert shoes being used in the Watson's Bay line.

EASTER WORKINGS.

ULTIMO DEPOT. Ultimo Depot was used as a storage siding for Tempe Depot cars 1442/1478; 1484/1628; 1702/1566; 1684/1564 and 1632/1536 between 10-15am and 11-00am Saturday 17 the April. Car 1420 also shunted into Harris St. but did not go to the depot, using the Bon Marche Xover. (Three roads of stored cars still remain in Ultimo.) ----L.N.

RACES, R.A.S., S.C.G. TRAFFIC. Easter Saturday again saw major events on at the S.C.G., the racecourse and the Show Ground. Close on 1,000 trams were in use on this day including all O/P cars still in service, and many stored cars. Trams commenced running from the Quay and Railway to the Show at 8 am and to the Racecourse from the Quay and railway at 10-30 am and from St. James Rd. at 11-7 am. By 4-00 pm there were close on 700 trams in the area bounded by Randwick-Kensington-Paddington-Redfern.

At 5-00 pm the homeward rush from the S.C.G. and Randwick Races was in full swing, the usual bottle neck held up the Races-Quay and S.C.G.-Railway cars at Anzac Pde. Junction for a short time but with the Greens Rd., Campbell St. and Phillip St. Redfern lines in use most of the crowd was cleared away by 5-45 pm. But the Dept couldn't sit back for another year as the same operation had to be carried out again on Easter Monday.

SYDNEY NEWS Continued.

During the Easter period Special trams were run as follows:-

SHOW GROUND. April 9th-April 20th (Friday, Tuesday respectively).

Trams commenced running from the Quay and Railway at 9 am, except on Saturday 10th April, and Easter Friday, Saturday & Monday when this special service commenced at 8 am.

RANDWICK RACECOURSE. Easter Saturday (17-4-54) and Easter Monday, trams commenced running from the Railway and the Quay at 10-30 am and trams from St. James Rd. at 11-7 am. Trams for the meeting on Wednesday 21st April, commenced running from the Quay and Railway Square at 10-45 am.

SYDNEY CRICKET GROUND. Easter Saturday & Monday, extra trams added to the Showground services for this sporting fixture.

ANZAC DAY. Sunday 25th April 1954. Early morning trams leaving the outer termini around 3 am ran on all lines, including the Matraville line bus route and Sans Souci trolley bus line.

WINTER SERVICES. From Monday April 26th, winter timetables came into use, this resulted in the discontinuation of the Nth. Sydney and French's Rd. service to Balmoral and the reduction of the North Sydney to Taronga Service. Queen's square to Watson's Bay service has been reduced during the day and the Lighthouse short workings discontinued. The Fort Macquarie-Five Dock service has been discontinued during the day. These Summer Sunday workings will most probably be re-introduced next October.

1 MAN BUSES ON TRAM ROUTES. The first of these Saturday afternoon Sunday services started on the Circular Quay-Alexandria line on Sunday 2nd May 1954. These one man buses display:- ALEXANDRIA VIA TRAMLIN.

Other lightly patronised routes are to follow, such as Daceyville via Waterloo, and Rosebery.

TRACK REMOVAL. Track removal is going on apace on the former Ryde line. Little track now remains between Gladesville and Ryde (Hattons Flat) while on Thursday 29th April, work was commenced on tearing up the wood blocks and tramlines in bank St. Pyrmont near the Sugar Works.

TROLLEY BUSES. Unless the Department's future policy changes, no more trolley buses are to be modernized. The relocation in Princes Highway Rockdale (see TW. Vol. 2, No. 6, page 3) came into use on Wednesday 11th November 1954. This relocation of o/head took three days, during which time trolley buses terminated at Kogarah and diesels took over to Rockdale.

PR/1 cars. The four cars in this class are now all in storage.