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The TROLLEY WIRE

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

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17th September 1953.

OBITUARY..... It is with deep regret that we report the sudden death of Mr C.E. Martin, the N.S.W. Minister for Transport (5-9-53). Although Mr. Martin had been Minister for Transport only since February, he has gained first-hand knowledge of the Transport problems by travelling himself in the Department's stock and by frequently visiting the Workshops. Indeed Mr. Martin helped the A.E.T.A. N.S.W. Branch to be recognised as the official tramway society for which we are very grateful.

O his family we extend our sincere sympathy,

ELECTRIC TRAIN TOUR GREAT SOCIAL SUCCESS.

The bell rang, the whistle blew, and from Number 15 platform Central Station, our special 4 car electric train started on what was our best trip yet (including the first one on the Newcastle Tramways in 1947.) The train which left Central at 9-20 a.m. on 6th September consisted of cars C3483, T4581, T4589 & C3481, all new, post-war Tulloch cars. The route was as follows: Central-Herne Bay- Sydenham-National Park-Sutherland-Cronulla-Sydenham-Regents Park-Chullora-Liverpool-Clyde-Rosehill-Strathfield-Hornsby-St. Leonards-Central. The tour lasted until 5-15 p.m.

A lunch stop was made at Cronulla where the members and friends fully enjoyed the Spring sunshine by having picnic lunches.

Our thanks go out to the public relations staff for arranging the outing and for having the Railways provide the buffet service. We also appreciated the kind gestures of Messrs. Fawcett and Murray of donating prizes for our tour guessing competition, the electric toaster being won by Mrs Fawcett and the shopping basket by Mrs Chinn.

5-15 p.m. seemed to approach only too quickly and the party dispersed with the wish that a similar tour be held again.

An official finance report of the tour will be released shortly.

TRAM AND FERRY CONNECTIONS

No. 6 – REDBANK WHARF 1883 – 1943.

The first steam ferry “Surprise” commenced running to Parramatta on 2nd June 1831, 24 years before the railway reached the town. The ferry service worked from Sydney right up to the old stone quay at the east end of George street, Parramatta, but the later use of deeper draft screw driven craft, and the silting of the river forced the abandonment of this quay and the construction of a new wharf lower down the river at the junction of Duck Creek.

With the opening of the new wharf the ferry terminus was some distance from the town, so Mr. C.E. Jeanneret, the owner of a steam ferry plying between Sydney and Parramatta built a steam tramway from the new wharf (Redbank Wharf) and Parramatta Park Gates, a distance of 2 miles, 66 chains, for the conveyance of goods and passengers to and from the town.

To open the tramway in October, 1883 a Kitson Steam Tram motor of typical English design was purchased and placed into service as No. 1. This motor pioneered the service with end-loading trailer No. 12 and a double decked car, No. 16 which were on loan from the N.S.W.G. Tramways.

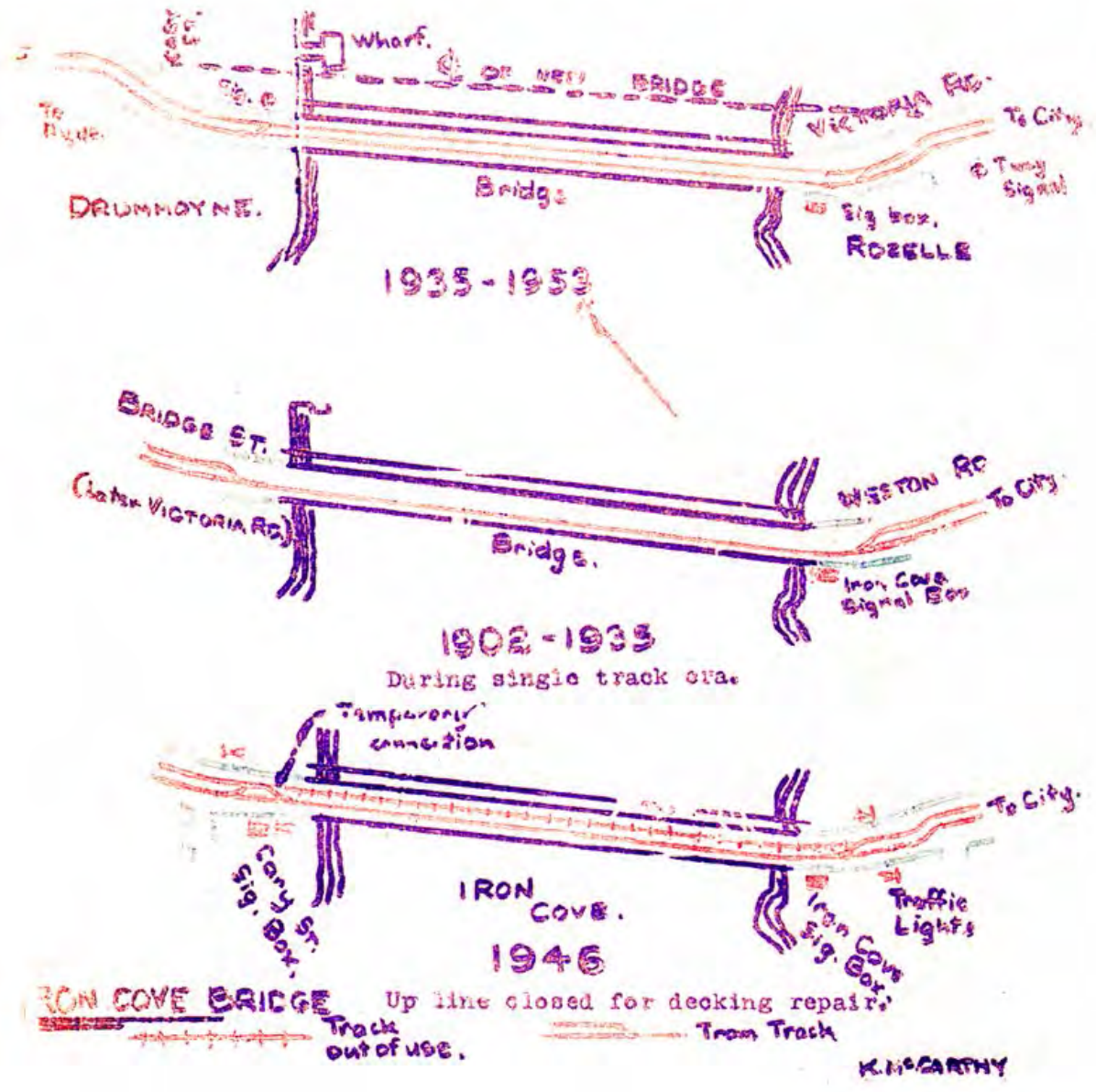
As traffic increased stock was added, and by 1938 nine motors eight trailers and 42 goods wagons had worked at one time or another on this tramway.

By the turn of the century the tramway then known as the Parramatta River Steam Tramway (and ferry) company passed into the hands of Mr P.B. Walker, but after getting into financial difficulties the line was taken over by the Union Bank, and finally sold to Sydney Ferries Ltd. In 1900.

Sydney Ferries Ltd., under the name of Harbour Land and Transport Co. Pty. Ltd. carried out quite a large lighterage business to Parramatta Wharf, the cargo being conveyed by tram to the various private sidings along the line. It was this traffic which saved the line from abandonment when the various other outlying tramways were closed in the 20's. Indeed, this traffic was very heavy as much as 600 tons of seed per day being conveyed to Messrs. Meggitts Ltd. in addition to the passenger service over the single line.

Like other transport undertakings, a decline in traffic occurred in depression years, causing the ferry service to be reduced to an infrequent service run by launches. This affected the passenger returns on the tramway, but sufficient freight traffic was handled during these years to keep the tramway's financial position buoyant.

To be continued.



IRON COVE (OR DRUMMOYNE) BRIDGE...
Continued from last issue.

By K. Bramall, with additions by
K. Magor and N. Reed.

CORRECTION. We printed last month that the track on the Iron Cove Bridge was duplicated in 1937. Further investigations show that the D.M.R. strengthened the Bridge in 1935 for the duplication, so the work could have been undertaken any time between 1935 and 1937.

This system of signalling remained in use until 1923, when the standard two colour-light signals were installed and a signal cabin erected at the city end of the Bridge. The automatic signals were stored and ultimately placed on the Cook's River-Wolli Creek section where they are still in place today, although out of order. With the new system trouble was experienced during fogs, which are common place in Iron Cove during Winter months. When a fog would rise pilot working was introduced, but in later years during fogs an Inspector would be on duty on the telephone at the Drummoyne end of the Bridge in constant contact with the signalman re the number of cars waiting, etc.

After 1923, during the hours the signalman was off duty the conductor had to pull off the bridge signals, which would mean a delay of 15 minutes for City bound trams as the conductor would have a trek of a quarter mile between the box and the tram. In later years until the all night service was discontinued in 1950, when the box was vacant the tram would pass the stop light preceding with caution over the bridge.

(Even though the track on the Bridge was duplicated in 1935 trams were not allowed to pass as the weight of two cars at the same position on the bridge would have greatly shortened the life of the elderly structure.)

To be continued...

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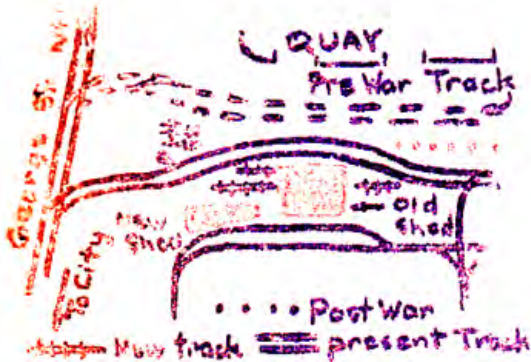
SPEEDS "HIT UP" BY OUR TOUR TRAIN ON 6-9-53.

As promised our tour train hit up some keen speeds during the day. Three speeds clocked at unusual places were:-

Concord West – 75 m.p.h., Chester Hill – 70 m.p.h., and Miranda – 71 m.p.h.

These speed through stations that trains normally stop at proved a puzzle to ordinary travellers. (Especially at Hurstville, where the people for years have been pampered by the Railway Dept. as most of the long distance suburban trains stop there.)

On the 21st of this month the Hobart Tramways celebrate 60 years of operation. To mark the occasion the Publishing staff have brought out a 20 page booklet, with diagrams of all the cars, of the history of this modern transport undertaking. Those members wanting a copy send a P.N. for 1/6 to K. McCarthy, 2 Loftus Ave., Sutherland N.S.W. (Make p.n. payable at Sutherland P.O.)



SYDNEY NEWS

Edited by N. Chinn.

The main news item for this month is the final relocation of the George St. line in Circular Quay. The new modern waiting shed and starter's room, at the foot of Pitt St. as shown in the map. Has been completed but at the time of writing the old building has not been removed.

Up until 11-9-53 the portion as shown, of the new trackage has been laid, and it leads straight up the wall of the old building and continues on the other side which creates an odd appearance. Since 1939 the George St. trackage on the Quay-side has been gradually moved south but it seems that this will be the final position as if the tracks are moved any further they will engulf the Pitt St. line terminal. (We have on hand maps of Circular Quay through the years but we have to check up on several dates before publication.)

Track relaying is proceeding apace. On 11-9-53 the relaying of Elizabeth St. between Liverpool and Goulburn Streets was completed but the wires have not yet been relocated over the new X over. Work is continuing on the Botany and Cleveland Street line's relaying, also relocation is being carried out on several lines. A large job soon to be undertaken is the relocation of the Falcon St. line between Merlin and Miller Streets North Sydney.

Not so pleasant is the report that work was commenced on 9-9-53 of the removal of overhead on the Springvale-Matraville section of the Matraville line, but as yet nothing final has been announced re the Springvale Junc.-Chelmsford Ave. section of this line. During the month the last of the track on the Suspension Bridge line was removed, the line being closed in late 1947.

130 S the Waverley breakdown car was scrapped and burnt at Randwick on 7-9-53 following a minor accident. Most probably 23S, which is now undergoing an "A" overhaul will take its place. Together with a large number of "O" and "L/P" cars, cars 1480, 1485 and 1691 are to be burnt. 1485 met with a serious accident and would cost a considerable sum to repair, while 1691 is the Cinderella "P/R" car which was never a great success. 1480, which is no filthier than any other Dowling St. car, is also to be scrapped because it is a D.C. car (and one of the fastest on the system ???). Soon the Dept. will be using this excuse to destroy the corridor cars... The present rate of destruction is to burn 2 "L/P" and 2 "O" cars per week. (Sinister laughter and much gloating.)

No doubt with the thought in mind that the present "C" and "D" cars will last another 55 years, the Dept. has decided that the "E" cars will be burnt and no converted to modern service cars (like 138-9 S).

MEMBERS ARE WARNED TO WATCH OUT FOR HAPPENING ON THE ABBOTSFORD LINE.

(Strange things are happening.)

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ATTENTION ALL N.S.W. MEMBERS.

The Secretary of our branch wishes all those members who have not filled out the "MEMBERS INTERESTS" form in our JULY issue to do so AS QUICK AS POSSIBLE. When the members of the publishing staff were told that not half had been returned we began investigations to see if our magazine was being read.... After questioning a number of members we received the reply that they did not wish to spoil the magazine. We thank the members concerned for this compliment, but THE PAGE CONCERNED WAS NOT PART OF THE JULY ISSUE. IT WAS STAPLED WITH THE ISSUE TO PREVENT IT GOING ASTRAY. So please fill in the form as a reprint will cost the Association a further 3/-, this additional expenditure is not warranted.....

From the August meeting, as your subscriptions fall due (i.e. Association fees) you will be required to pay an additional 2/6 p.a. (a total fee of 15/- p.a.) as a year's subscription to T.W. As a result of the few members who at present are not receiving T.W. regularly, will receive same each month after their next Subs. fall due. Members who have T.W. posted to them, will, as at present, still have to pay postage on each issue.

ACKNOWLEDGEMENTS FOR 1952-53.

I sincerely wish to thank the following gentlemen for their contributions to this magazine throughout the Association year: Messrs. Andrew, Boxall, Bramall, Davies, Fawcett, Hayman, Johnson, Magor, Matthews, Miller, Morris, Perry, Reed, Renwick, Singleton, Stewart, Winney, Young.

And thanks also to the many members for their compliment to the publishing staff, it helps us a lot when we know the people for whom we are doing this work, are grateful.

In conclusion I would like to thank the publishing staff, i.e. Messrs Chinn, Craig, Parle, and Young for their valuable assistance, (especially Messrs Chinn and Parle who took over all the work while I was absent in National Service), these gentlemen have turned this task into a pleasant job.

K. McCarthy, Editor 1952-53.

ADDITIONAL SYDNEY NEWS.

"O" cars 1104, 875 are at present at Rozelle Depot (formerly at North Sydney) awaiting to be shifted to Randwick for either scrapping or repairing.

The last length of tram track on the Arncliffe-Bexley line was removed on 16-7-53, the track being in place since 1909.

NEWCASTLE NEWS.

By our N/C representative and staff reporters.

The only trams now at N/c depot are 27s, 45s (complete), 311, 140, 378 and 345 (bodies only.) 378 and 345 will soon be scrapped but 311 and 140 will remain for some time. The last complete passenger car, which stood for so long amongst the buses with only the trolley poles missing was scrapped for no reason at all in early August, this car was L/P 196.

The council is working at a great speed to have all the track in Hunter Street removed before the Royal Tour next year. (It seems that the council is trying to hide something,) The only track in position (Aug 1953) between Railway Street and Parnell Place is as shown in the map. At present the council is working from Perkin St. towards the west and from Stewart Ave, towards the east so all the City track should be removed by Christmas.

WALLSEND LINE. The only track remaining on this famed line are short lengths, viz. Belford St. Hamilton, (including Adamstown Junc. x over), Turton Rd. Bridge (New Lambton), Newcastle Rd. Xing (Jesmond), and a short stretch at the old terminus.

WARATAH LINE. Here the picture is much brighter. The only track removed between Moira Rd. Junc. and the Showground Xover and track in Curley Rd.

RACECOURSE. All track was removed for the Coronation Day race meeting.

ADAMSTOWN & MEREWETHER BEACH. All tram line in place between the junctions with the main line and the terminii.

GLEBE. This line has not been touched since the section in reservation, near the terminus was removed in 1950.

MAYFIELD. Only a short length of line remains on Throsby Creek Bridge Tighes Hill. All other track was removed in April 1952.

IVY STREET LINE. The single line from the Mayfield line, the triangle together with the track in the yards are still in place. Also of interest is the shell of 197 which was sold soon after the closure of the system and is still standing in Ivy St. awaiting collection. It appears that this car will fall apart before it is removed.

(Next issue:- Some notes on recent N/c car discoveries will appear together with further news.)

