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# The Trolley Wire

THE OFFICIAL ORGAN OF THE N.S.W. BRANCH OF THE A. E. T. A.....

Vol. 2 No. 11.

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12th November 1953.

## ASSOCIATION NEWS -----

### XMAS FILM EVENING

Unless a circular to the contrary is sent out to members the December meeting will take place on 17th December in the Public Library's Theatrette, first floor, Public Library, Sydney. The show will run from about 7.30 p.m. till 10 p.m., and the programme will consist of members' movies and colour slides taken on several tramway systems both past and present. A small admission fee will be charged but it must not be paid within the Library precincts. Interested non-members will also be welcome.

TROLLEY BUS TOUR. A TROLLEY BUS TOUR WILL BE HELD OVER THE Kogarah system in trolleybus No. 1 on Sunday November 22nd next. Members interested should contact the P.R.O. Mr. N. Chinn, 17 Delves St., Mortdale for the departure time from Kogarah station in the afternoon and the fares. Accommodation is limited to 35 members. You are requested to book early.

COMING MEETINGS. As mentioned above the December meeting will consist of a picture night, and the January meeting to be held on ~~15th~~ 21st January 1954. Members are asked to bring in their photograph collections.

MUSEUM NEWS. The new Treasurer, Mr B.J. Parle reports that so far seventeen pounds has been received to date for our Transport Museum Establishment Fund, the whole of this amount being outright donations. A scheme for raising a loan amongst members for the museum is now under consideration. Any member wishing to participate in this loan scheme should contact the NEW TREASURER:

Hon. Treasurer ---- Mr. B.J. Parle, 10 Karuah Rd., TURRAMURRA JJ-3526

We would like to thank Mr. Noel Reed for his untiring efforts in this position in the past.

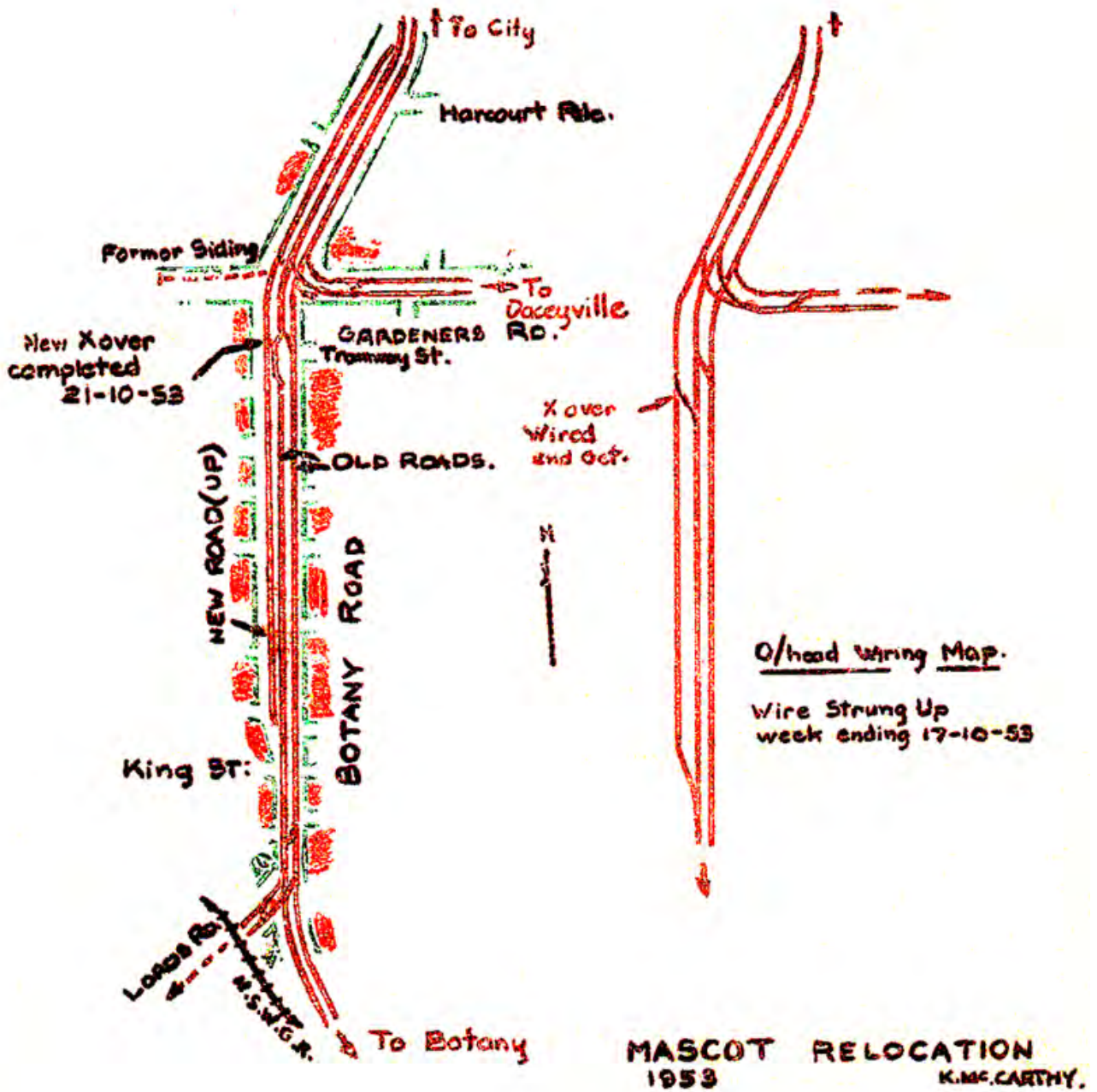
ACKNOWLEDGEMENTS The Museum Trustees wish to thank the Dept. for donating the following items during month : 1 Manly Destination Roll, 6 books of staff tickets, 2 old type Conductor's Badges, and certain items from Ultimo Depot.

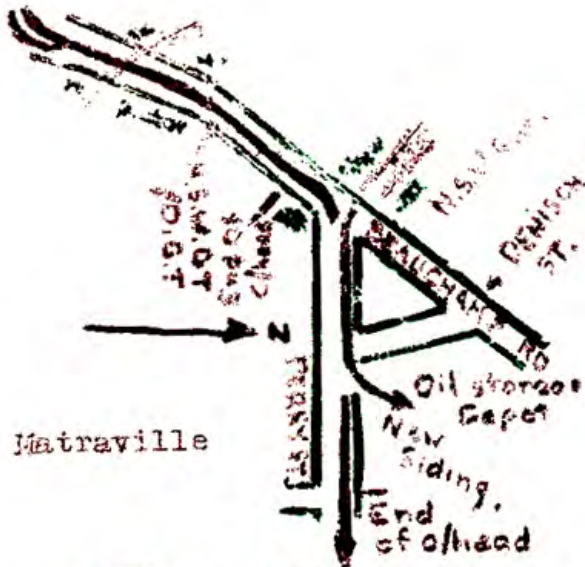
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COME ALONG TO THE NOVEMBER TROLLEYBUS TOUR

DON'T FORGET THE DECEMBER FILM NIGHT

Page 1.





No. 2 Truck



No. 4 Truck.

TRAMWAY NEWS.....

After paying further visits to Botany Rd. mascot we are pleased to record that work of relocating is progressing rapidly. The new Up road should be in use towards the end of this month. The overhead wiring (and ears for the ultimate Down road connection) was strung up the week ending 17-10-53, and the new crossover was wired in the last week of October (see map page 2), and the first physical connection and slewing of the present Up track at the new crossover was completed on 21-10-53, while the latest addition (last week of October) is the new Up curve leading into Gardiner's Rd. The new track is of 80 lb. rail with bolted on flangeways, all being laid in concrete.

After the many reports that the 800 series "O" class cars were to be withdrawn from traffic, we were surprised to still see many, at this late date, in regular service. A closer inspection shows that these cars still running (864 & 867 being two) have had their No. 2 type bogies replaced with the standard No. 4 type, most probably off the old D.C. "O" cars (see diagram).

At the top of this page is a map of the new railway siding, now nearing completion, along the former Matraville tramway in Perry St. (see last month's news).

Another query answered during the month was the question: Why didn't the Dept. use their

tramcar carrying trailer for delivering the new "R1" cars. It appears that when the D.R.T. & T. was divided into the Dept of Motor Transport and the Dept of Govt. Transport, the former Dept. discovered it had a solid rubber tyred vehicle in its possession, viz. "The Lizard" and it at once forbade its use on the road, As a result, see the old Lizard on the road soon, as it is being fitted with new stub axles, wheels, and tyres, at it has a lot of work ahead in bringing the written-off "O" cars back from North Sydney "Home to Randwick to Rest".

The Quay-Haymarket service (via George St.) is becoming more popular and "O" cars have been seen helping out on this run. The metal signs which hang over the top destination boxes of the "R" cars on this service are used on the "O" cars in the same odd-looking position above the driver's cabin. The unofficial sign for Ultimo Depot – half Pyrmont & half Miller's Pt. – is now being turned up on the rear roll of cars on the Haymarket service.

News continued on page 6.

IRON COVE (OR DRUMMOYNE) BRIDGE  
(Continued from September Issue.)

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

A motor traffic increased, the up cars travelling along the right hand side of the bridge became a safety hazard. To remedy this the bridge was reinforced by the D.M.R. and the track (together with that on the Gladesville Bridge) was duplicated in 1935. Many people upon seeing this work immediately jumped to the conclusion that, because of the liberal track centres, the trams would now pass on the bridge, but the aged bridge could not handle such a load and the single line signalling was retained. (But cars have passed in error on the bridge on various occasions.) Two new cross-overs were constructed for emergency purposes (and for turning back Drummoyne Baths specials) on each side of the bridge and they proved invaluable as, on average, a total of four major track blockages caused by lorries breaking axles, etc., happened every year.

The last alteration to the signalling arrangements was introduced on 27-4-53 when notices reading:

“TRAMS MUST NOT PASS ON BRIDGE.  
City bound trams to have preference  
In crossing bridge.”

Were placed under the signals at either end of the bridge, and the use of the colour lights was discontinued except during A.M. and P.M. peak periods.

As a result of the lack of man-power during the war years routine maintenance on the bridge was impossible, invariably many pieces of the bridge deteriorated, indeed the decking under the track was so bad, a facing connection was constructed between the up and down track on the Drummoyne side of the bridge (see map T.W. Vol. 2 No. 9 page 3.) and road and tram traffic was reduced to a single lane on the down side of the bridge for six weeks, to allow the decking to be replaced. This deviation was constructed during 1946, and work was carried on night and day so the traffic would not be held up any longer than necessary.

(To be continued.)

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Printed by the publishing staff of the N.S.W. branch of the A.E.T.A. for and on behalf of the Council of the N.S.W. branch of the AUSTRALIAN ELECTRIC TRACTION ASSOCIATION. Any news or other transport items to Be sent to Ken. McCARTHY, 2 LOFTUS AVE., SUTHERLAND N.S.W. Any information required about Association matters will be given by the Branch secretary. B. CRAIG, 63 SECOND ST. ASHBURY N.S.W. UA1372

## DESTINATION BOARDS IN THE BROKEN HILL &amp; NEWCASTLE DISTRICTS.

BY k. Magor                      our N/c representative.

From photos and postcard views in my collection I have observed that the following destination boards were used on Broken Hill before the advent of the destination roll and box.

SOUTH ST.

SOUTH B.H.

MURTON ST.

ARGENT ST.

It was quoted on page 8 of Vol. 2, No. 4 T.W. that boards were replaced by rolls about 1901. Although the first electric cars appeared about this time carrying rolls, it is rather misleading as far as the steam system are concerned.

The Broken Hill system did not open until 1902 and some of the views of that city up until 1906 still show the boards on the front of the motor, this bears out the argument that destination rolls were not introduced until the one man motor was involved on 1905 and the first steam moto to be converted was 105A in 1905.

This trial motor was produced by Randwick (i.e. the conversion) and was placed into service at Newcastle, but because of overhang and other technical faults, could only be used on the Merewether Line.

A Mr. Wrightson, designated Mechanical Chargeman of that period was responsible for the standard diagonal control one man Motor, which was No. 11A, and a view in my possession, taken 16-10-1905, shows this Motor, the first one man after 105A0 with a roll bearing out once again that the roller type destination did not come into use on the steam trams until 1905.

MAITLAND was the last N.S.W. city to receive a Government Tramway (1909) but even at this time the destination roll problem was not settled.

For several years after the opening this tramway was using the small rolls on the motor, like the Sydney steam systems, while Broken Hill and Newcastle by this time had been using the large coloured rolls. But later, this set up was standardised with the practice of the neighbouring city – Newcastle.

The destinations on the Maitland small rolls were:-

VICTORIA ST.

CAMPBELL'S HILL

HIGH ST. STN.

CHURCH ST. JUNC.

WEST MAITLAND STN.

SPECIAL

(Continued next issue,)

SYDNEY NEWS - continued

RYDE LINE. News from this line comes from Messrs. A. Renwick & K. Brammall. Darling St. Junction:- Traffic lights have been installed at this Junction and were tested during the a.m. peak on 2-10-53, and they came into permanent use on 6-10-53 during the p.m. peak. The tramway signal box at this point closed down on 7-10-53, and the interlocking machine and signals were removed on 8-10-53. The overhead contactors on the trolley wire for the new traffic lights were not affixed until 5-10-53.

The right-angle crossing frogs at this junction, where the Canterbury to Darling St. Wharf cars cross the Ryde line were removed during last month, and were replaced with second-hand pieces of straight rail thus completely isolating the Ryde line. This work took a gang of men four nights to complete.

Iron Cove Bridge :- During the week ending 24-10-53 the Iron Cove signal box was removed together with the colour light signals. Certain "local interests" are pressing to have the track on this bridge covered with a layer of bitumen to "smooth the passage of rubber tyred vehicles".

The Line in General:- During the month an overhead wiring gang have removed the trolley wire on the Gladesville Bridge Swing Span, and at present the feeders along the route are being disconnected and dismantled. Overhead wire has now been removed along the line since 1949 are between Ryde & Ryde Station, Westminster St, to Gerard St., Pittwater Rd. to Wharf Rd., and between Manning Rd. and Riverside School, Gladesville.

ULTIMO DEPOT:- Roads Nos. 1-8 are still full of disused cars shut in by wire fencing, and the depot offices are now boarded up. It appears that roads No. 9-12 are being used for storing parts such as used brake shoes, etc. The whole site in general looks more forlorn than Newcastle depot during the second half of 1950.

TRACK RELAYING. The two overlapping points at the corner of Hay & Castlereagh Sts. Have been relaid and work is progressing on the renewal of the Anzac Pde. line at Doncaster including the Racecourse Junction.

The Dowling St, Extension line which runs from the Depot to Waterloo Junction has the reserved track portion reballasted and raised two feet, the side bracket suspension on this portion has been replaced by the standard span wire method of erection.

The track on the Manly Terminus loop (West Esplanade) was removed last month. We are wondering where the rail from Manly is being used now.

SACKCLOTH & ASHES DEPT. (not a regular feature) T.W. Vol. 2 No. 8 Page 3 re Railway Square signal box – Mr. Renwick writes: here are TWO signals where Down Eastern Suburbs trams enter Up Pitt St. line near Devonshire St. Subway (Lever No. 10) Railway Square to either Lee St. or Eastern Suburbs Loop. And two signals protecting same (Levers 14 & 13). That is, there are five levers operating, not one as stated.

12-11-53.

The trolley bus tour of all the Kogarah system, as mentioned on page 1 of this month's Trolley Wire, will depart from Kogarah Loop at the Station at 1-30 p.m. Sunday 22nd November 1953. This tour will take place in trolley No. 1. As accommodation is limited, the tour is for members only and will cost 4/- per head.

The picture night on December 17th will not be held owing to the hall being booled out for the night. Unless a circular to the contrary is sent out, the December meeting will be held as usual in the Railway Institute.