



LAST REGULAR ISSUE OF TROLLEY WIRE

Dear Members and Readers,

So another year draws to a close and unfortunately with this year the regular publication of Trolley Wire must also close. At Xmas we always look for the spirit of goodwill and fellowship but as Hon. Editor of the publishing staff I can sincerely say that the N.S.W. Branch members have carried this Xmas spirit further, to such a degree that throughout the four years this spirit has prevailed and so these members who have contributed to this magazine, on behalf of the publishing staff, I thank you.



I would also like to thank members of the publishing staff over the past four years for their valuable assistance, to Messrs. R. Murray. B. Parle, D. Stewart, K. Morris, B. Craig, and especially Mr N. Chinn who has been on the [ublishing staff for the full four years. The time these gentlemen were able to devote to the job is all the more remarkable when we consider that all were also occupied with other personal major tasks at the time, from building their own homes to undergoing difficult univercity courses.

Truly we could not see a better example of the xmas spirit than the cases mentioned above. Finally on behalf of the Publishing staff, I wish all, the season's greetings, and I hope that this magazine has achieved some purpose in the four years of publication.

K. McCarthy Hon. Editor.



NEWS. ----- 4-12-55

MOSMAN CLOSURE. The Mosman line on the North Sydney tramway closed on Saturday Nov. 19th. 1955. Due to the dispute on one man buses NO SERVICE has operated on this line since the closure. A private operator was offered the running rights over the tramway but refused same. According to the press the Dept. is undecided as to whether the trams should be reintroduced until the dispute is settled or to operate two man buses for the time being.

BALMAIN CLOSURE. The service between Nicholson St. and Rowntree St. Junction ceased on 10-12-55. The new terminus is located on the Birchgrove side of the Junction, bringing back into use trackage closed 12 months ago.

COUNTERWEIGHT LIFTED. 2 mobile cranes lifted the famed counterweight at Balmain from the tunnel on Tuesday 8th. November. Work is proceeding on the rebuilding of Darling St. from Nicholson St. to the wharf (see article this issue).

“E” CARS. “E” cars 499 & 500 were the cars scrapped during September. The remaining “E” cars 529 & 530 again were used on fan trips on Sunday 27th. November and 4th. December.

COMMERCIAL RD. BRIDGE. Commercial Rd. White Bay has been closed to road traffic between Victoria Rd. and Johnson St. from 14-Nov. to allow the rebuilding of the Commercial Rd. Bridge to proceed unhindered. The trams have continued to use this street as they use their own bridge. According to present plans half a new road bridge will be built and then the trams will be relocated on this new bridge, following this the present “side of road” tram bridge will be removed and the remaining half of the road bridge constructed.

QUAY RAILWAY. The first electric train was to have made a trial run over the Quay railway (north track) on Saturday December 3rd. however no official report was made stating that this trial took place.

BLUE MOUNTAIN ELECTRIFICATION. Overhead wire is generally in place as far as Valley Heights, however several gaps remain in this section, one being the Glenbrook tunnel. Overhead structures are in place with a few gaps as far as Leura. By the present rate of construction it would seem that the Katoomba electrification will open on time in April 1956.

EXIT BALMAIN COUNTERWEIGHT. Continued from Nov. issue.

The Hydraulic ram was cemented into position on 13th. August 1903 and the line was opened a month later, on the 14th September 1903 when an "F" car made the initial descent.

In the early days "F" cars used the incline, but with the construction of the cross country line to Dulwich Hill (1914) "N" cars on this new service replaced the City cars. Around 1940-41 "R" cars began to replace the "N" cars on this cross country line. "R" cars continued to have exclusive use of the "dummy" until 20th. Nov. 1954 when the cross country service to Canterbury was closed. From this date the City service was extended to Darling St. Wharf, "R" (& "R1") and "O" cars were regular users of the counterweight. "O" cars and perhaps other classes had used the Darling St. Wharf line on odd occasions, the above mentioned cars were those on regular services using the counterweight.

We believe that an "N" car once broke down at Darling St. Wharf terminus, an "O" car was sent down the incline without the "dummy" to rescue the "N" car, the whole operation was carried out without mishap.

Many tales are spun about the unique workings of the counterweight and these would fill a book however on one occasion the writer witnessed passengers riding the "dummy". During August 1946 the official celebrations for the end of World War II were held (one year after V.P. day). The climax of the celebrations was a fireworks display on the harbour, so great were the crowds in the City on this night all public transport ceased in the City area and the only way of getting to the western suburbs from the City was to catch the Darling St. ferry and the cross country tram, changing to other routes at the various connecting points. At the conclusion of the fireworks display so many people went this way there was no hope of the incline handling so many. Not to be outdone several individuals were seen riding on the "dummy", flirting with death to avoid the long walk up the steep hill.

Another story concerns some American servicemen in a jeep endeavouring to push the "dummy" down the hill in the war years, but there are two probable outcomes of this story so we have not sufficient space to print both versions.

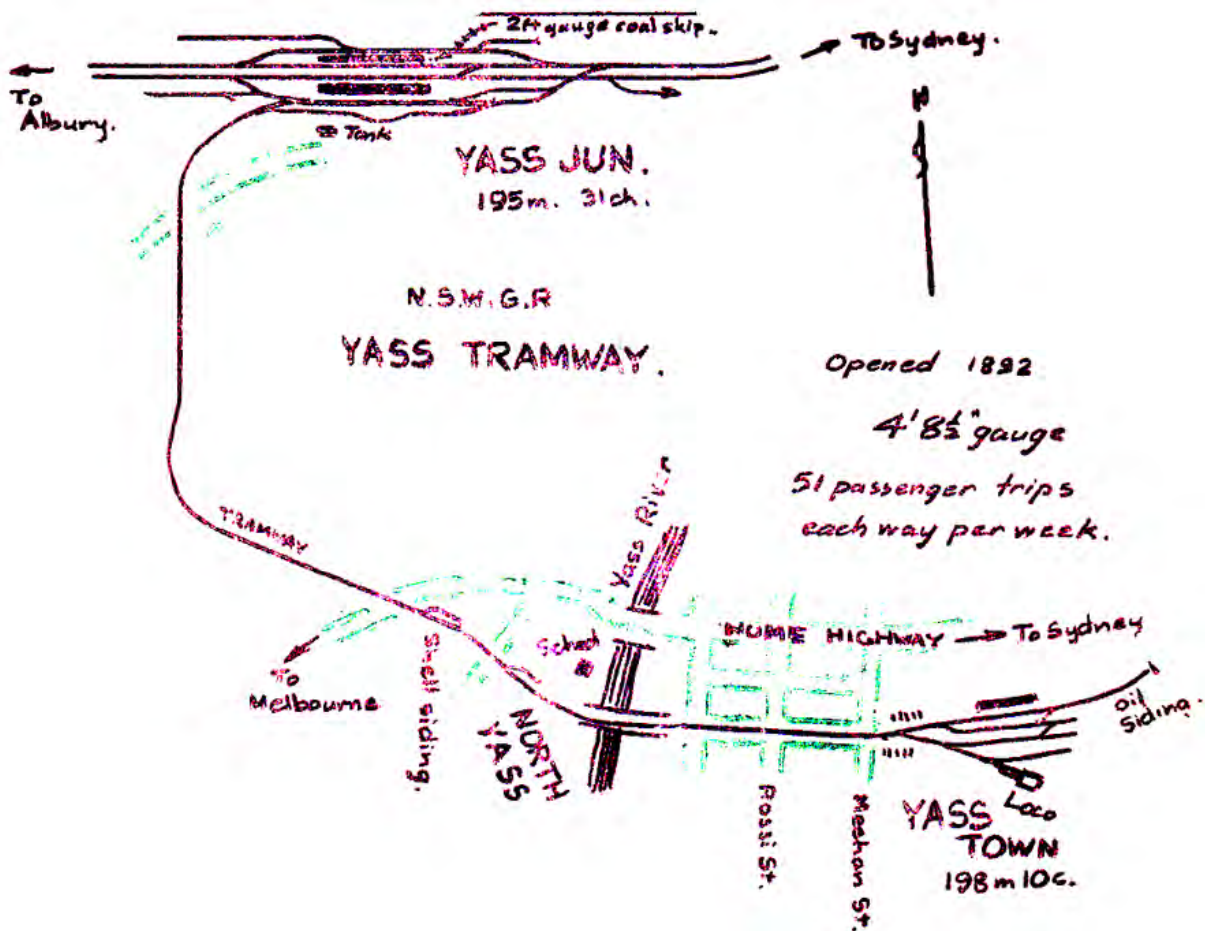
So after the last car used the "dummy" on Saturday Nov. 5th the cable was disconnected and 140s hooked onto the dummy with cables to haul it from Nicholson St. to Ultimo Depot via Leichhardt. Thus after 52 years service the "dummy" left the incline at 3-15am Sunday November 6th. The following day workmen commenced digging up the roadway and on 8th. November the counterweight trolley was removed, so ended a system of traction unique to the Sydney tramway system.

POST WAR TRAMWAY CLOSURES IN N.S.W. (excluding Newcastle System)

<u>Section of track</u>	<u>Pass. Service ended.</u>
Falcon St.-Suspension Bdg.	10- 1-48
Enfield Depot-Cabarita, Mortlake.	21- 8-48
Ashfield – Enfield Depot.	21- 1-48 17-12-48 a.
Lords Rd. Junc-Ascot.	4- 4-49 7- 9-49 a.
Rockdale- Depot Junction.	3- 9-49
Depot Junc.-Brighton le Sands.	3- 9-49 7- 9-49 a.
Robert St. Siding White Bay.	21-10-49
Rose Bay- Watsons Bay.	4-12-49 b.
Gladesville- Ryde.	17-12-49
Gladesville Bridge-Gladesville.	19- 3-50
Drummoyne-Gladesville Bridge.	19- 3-50 7- 7-51 b.
Queens Squ.-Erskine St. City.	10-12-50
Chelmsford Ave—Bunnerong Gates.	21- 6-52
Taylors Squ—Police Stn. (Court House)	4-53
Ultimo Depot Junc—Pymont.	27- 6-53
Pymont-White Bay.	27- 6-53
Rozelle-Drummoyne.	27- 6-53
Fivedock-Abbotsford.	14- 8-54
Randwick-Macpherson St. Junc.	13-11-54
Ocean St-Bondi via Bellevue.	13-11-54
Princes Highway Tempe-Marrickville.	20-11-54 c.
Dulwich Hill- Canterbury.	20-11-54
Livingstone Rd-Norton St. Leichhardt.	20-11-54
Darling St,- Birchgrove.	20-11-54
Marion St. Junc.- Fivedock.	17 - 7-55 d.
Nicholson St.-Darling St. Wharf.	5-11-55
Military Rd.- Mosman.	19-11-55
Rowntree St. Junc-Nicholson St. (Bal.)	10-12-55
<u>Depot Closures.</u>	
Enfield.	17-12-48
Ultimo.	27- 6-53 e.
Tempe.	20-11-54
Fort Macquarie.	22-10-55
Rockdale.	7- 9-49

Notes.

- a. Date of last car to use line.
- b. Reopened 28-5-1950.
- c. Still used on special occasions.
- d. 5 days per week AM & PM peak services run by trams since 17-7-55 buses operate at non-peak and Sat. Sunday services.
- e. Used after this date as a storage depot.



NOTES ON THE YASS TRAMWAY.

This 2m 59c, line between Yass Town and the main southern railway was opened by the N.S.W.G.R. in 1892 with two end loading bogie saloon tramcars (N.S.W.G.T. 11 & 23) hauled by an 0-6-0 saddle tank loco. This line which is still operating has many unique features to the N.S.W. rail fan. Not only does the track run along a street but passengers are picked up along the street at both conditional & compulsory stops. While tramway type tickets are issued on the "tram" by the guard.

Intermediate stops on this line are North Yass, School Gates, Rossi St., Meehan St., Williams' Gate, and Oakhill crossing.

The tramway stock remained on the line until 1902 when they were replaced by railway vehicles. Stock noted attached permanently to the line in Jan 1954:- loco 1307, CCA 1446 & 1447, van HG 12348 and an A truck. Other goods stock on the line was worked from the main system.

ASSOCIATION NEWS

The President & Council of the N.S.W. Branch wish all local and interstate members a Merry Christmas and a very happy New Year.

NEW MEETING ROOM. Don't forget, the January meeting of the N.S.W. branch will be held at 7-00pm, Thursday 19th. Jan. 1956 on the 7th. floor, FEDERATION HOUSE, Phillip St. Sydney, near Martin Place. An interesting talk has been arranged for this night.

NOVEMBER MEETING. The poorest attendance for many years was noted at this meeting, this perhaps due to the change in dates, however a better roll up is needed in future. At this meeting Mr. H. Ballment gave an interesting address on the New Zealand systems of Wanganui, Napier and Gisborne, as the majority of Sydney members have not visited New Zealand the talk was welcome and the maps and photographs used by Mr. Ballment gave the meeting a vivid account of these unusual systems.

NEWNES OUTING. A number of members made an enjoyable trip to the Wolgan Valley (Newnes) Railway on Sunday 20th. Nov. A road from Newnes Junction to the site of Deanes Siding (19 miles) followed the route of this former railway and a hike along the roadbed to the 25 mile point was rewarded by some glorious views of the Wolgan Valley while the outstanding engineering feats on this line were inspected. Commenced in Nov. 1906 the line was completed in 12 months which is remarkable considering ruling grades of 1:25 with 5 chain curves, extensive cuts and fills, with two tunnels, $\frac{1}{8}$ & $\frac{1}{2}$ mile in length both on the ruling curve and grade (and unlined) had to be contended with also the line fell 2,000 feet in 19 miles. The line was removed in 1940 (circa.) and it is with regret that we had to follow the route in motor cars rather than in an end loading saloon car behind a shay loco.

DUNEDIN, N.Z. It is reported from Dunedin N.Z. that the second last cable tram line (The Mary Hill extension) has been closed. This will soon be followed by the remaining route when a trolley bus service will replace the two lines.

LATE NEWS.

Mosman. From Monday Dec. 5th. a double deck bus will operate on the Mosman-Spit Junc. route, this will continue until the one man bus dispute is settled.

BRISBANE. – Reports indicate that the Cavendish Rd. tram route was closed a short time ago and is now operated by diesel buses.