

ISSUED TO ALL FINANCIAL NEW SOUTH WALES MEMBERS

The Trolley Wire

THE OFFICIAL ORGAN OF THE
NEW SOUTH WALES BRANCH OF THE AUSTRALIAN ELECTRIC TRACTION ASSOCIATION

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75TH ANNIVERSARY OF CONTINUOUS TRAMWAY OPERATION – 16TH SEPTEMBER 1954

SEPTEMBER MEETING. The election of office bearers will NOT be at the general meeting on 16th September 1954, instead a special meeting of unusual activity will be held on this night to celebrate the 75 th anniversary of tramway operations in Sydney.

All members are requested to attend this 16th September meeting and to bring along some friends and eats, as the meeting will only last from 8-00pm until 8-45pm, when the meeting will adjourn and the celebrations will begin. (Many surprises await you, so come along ??).

ANNUAL MEETING. The annual meeting and election of officers will take place on Thursday 2nd September 1954 at 8pm, Railway Institute. All members are urged to attend.

HISTORICAL TOUR. ---- For member and affiliated members only ----

A Historical Tour covering as many interesting lines and sidings as possible will be held on Sunday 19th September 1954. More information will be printed in the next issue of Trolley Wire, members should book their seats as soon as possible for the FULL DAY tour as seating will be limited.

DAY-AFTER-THE-LAST-TOUR will be held on the Birchgrove, Darling St.-Canterbury, Canterbury-Quay and Dulwich Hill-Cook's River lines which are to be closed together (this tour will also take in the Earlwood and Leichhardt Depot line) towards the end of this year – watch this magazine for future information.

BLACKTOWN ELECTRIC TRAIN TOUR. A tour also in preparation is a tour of the Blacktown and other electric lines on the opening day of this new line. Members will be notified as soon as the opening day is announced.

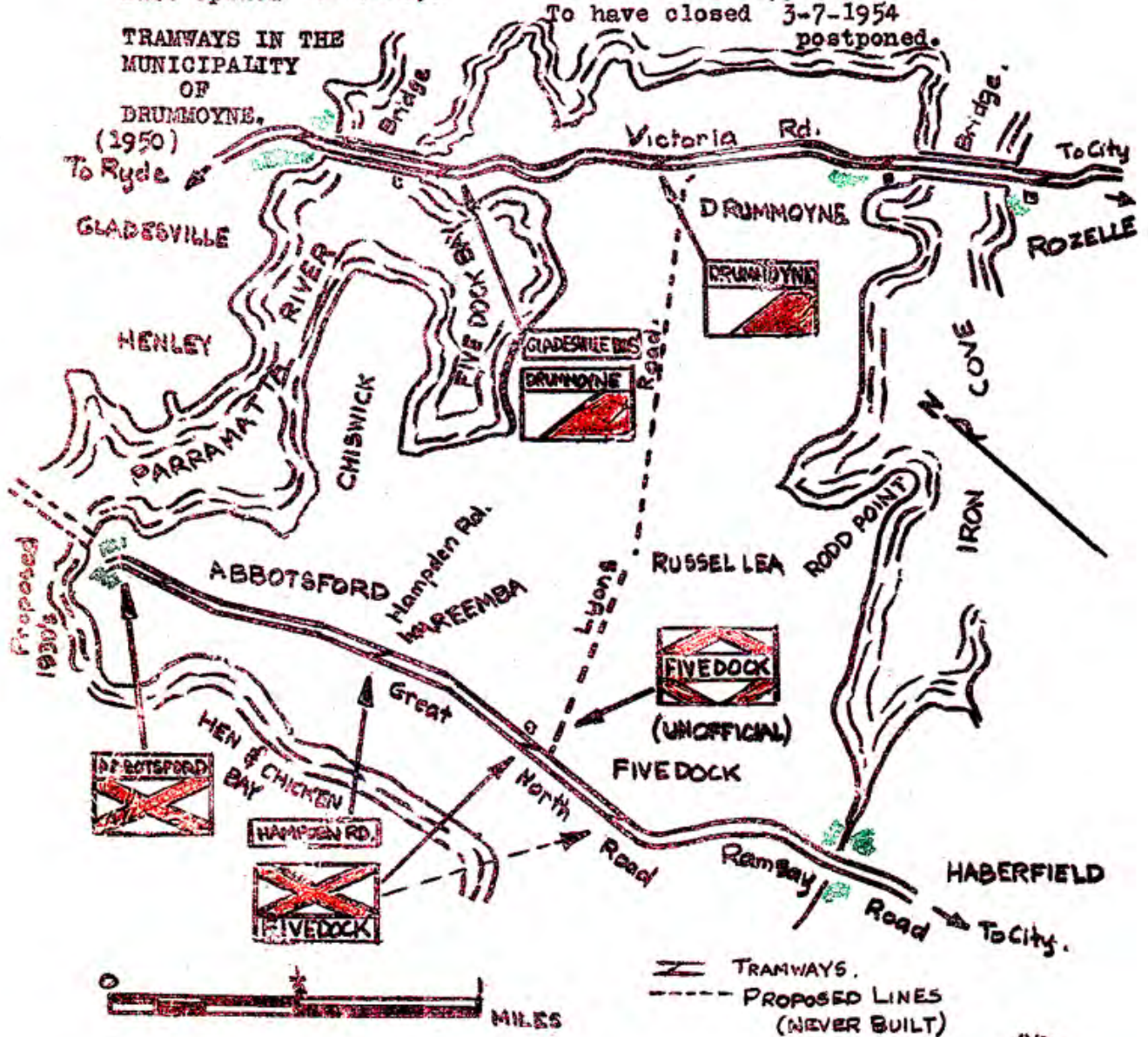
HISTORICAL MEETING. The meeting of the 8th July discussed the route of the coming historical tram tour and also decided to ask the Department what plans, if any, it had in view as to the ultimate housing of our tramcars.... The next Historical meeting will be held on Thursday August 5th 1954 at 8pm, when historical aspects of the Ryde line will be discussed.

ABBOTSFORD TOUR. This tour was held in "R" 1890 on Saturday 3rd July, a profit of over £2 was shown. The P.R.O. and crew are to be congratulated on making this tour an enjoyable one.

Section	Leichhardt- Five dock	Five Dock - Abbotsford.
Date opened	4-10-1890	1-8-1893

TRAMWAYS IN THE
MUNICIPALITY
OF
DRUMMOYNE.

To have closed 3-7-1954
postponed.



SYDNEY News.

OPPOSITION TO TRAM SCRAPPING. The A.L.P. conference in Sydney on 12-6-54 decided to call on the State government to review its proposal to abolish trams in favour of omnibuses in Sydney. The conference also passed a resolution that the first section fare of the Department's service should be reduced from 4d. to 3d. and that the Market Street section should be abolished.

DEFICIT AGAIN. The loss on the Department's services for 1953/54 was £3,080,000, £537,076 less than last year. No separate figures are given for trams and buses this year so we can safely come to the conclusion that the buses lost more than the trams. (Last year trams and buses were losing the same amount per mile travelled.)

The Minister is considering raising the fares on the longer runs, as (he says) these runs have practically the same fares that were charged in 1939.

(We quote) Abbotsford 1939 – ordinary – 5d.

Abbotsford 1954 – ordinary – 1/- (may be raised to 1/2d).

ABBOTSFORD ABANDONMENT POSTPONED. Because of a mechanic's strike at the Ryde bus depot the abandonment of the Abbotsford line between Fivedock shops and Abbotsford did not take place on July 3rd. Should this strike last over a fortnight all buses in Ryde depot will be unserviceable due to mechanical defects. (From an official unbiased source.)

LONG BAY JAIL SIDING DISMANTLED. Wires were removed from the Jail siding on Wednesday 16th June 1954. This siding has been out of use since the jail tram was withdrawn from service in 1949.

MORE OF THE RYDE LINE DISMANTLED. O/head wire is being removed west of Drummoyne P.O., and most of the track has been removed between Harris St. and Glebe Island Bridge Pymont.

The line to Ultimo Depot is still in use as Ultimo is still being used to store cars and equipment. "O" 1365 was seen using the track on 9-6-1954.

ADVERTS ON "P" CARS. 1699 and 1723 have been fitted with a new type of illuminated advert. The ads. are about 12' long and 3' high and are fitted to the side of the car above the windows. The all over effect on the appearance of the car is that it makes it the car look so ungainly that you are forced to look at the signs. (A projection above the roof of 2' gives the cars an unbalanced look).

MISCELLANEOUS. "P" cars which have been in major smashes are now being rebuilt with all metal side panels, in place of the usual 4 which are being fitted to these cars.

A scheme is to be put into operation at Central Railway Square reorganizing tram services through there.

SYDNEY SUBRUBAN RAILWAY DOINGS.

Work is going ahead on nearly all unfinished suburban railway works and the buoyant return for 1953-54 (a profit of £155,000) should cause a speed up of construction.

QUAY RAILWAY. The station should be completed late this year and work should commence on track laying early next year. Demolition crew began work on pulling down the old harbour Trust Building and Fire Station on the 1st July, at the west end of Circular Quay.

The Railway Dept. is striving to have this extension completed in September next year so it can be opened for the Railway Centenary.

EASTERN SUBURBS. Work is progressing on the Domain-Martin Place Tunnel (now receiving its finishing touches). Work has also been resumed on the Redfern Junction of the S.E. extensions.

Night and day shifts are pushing ahead the Chalmers St. station construction, this job has been progressing in leaps and bounds since 1948.

ILLAWARRA LINE. Brick embankments and cutting faces at Erskineville have been completed, and several cutting faces at St. Peters and Erskineville have been removed on the sextuplication between Redfern and Sydenham. This burst of work only lasted through March.

Works have commenced on the approaches of the new Como railway bridge. This new works was started in February last and is upstream from the present single track structure which it will replace. When this structure is completed the Railway hopes to provide better express services in the peak period to the Sutherland Shire.

WESTERN LINE ELECTRIFICATION.

Portion of the quadruplication between Lidcombe and Granville is now in use and work is progressing with the electrification of the steam tracks between Strathfield and Redfern.

Portion of the overhead is in place between Parramatta and Blacktown, this electrification will be opened in September of October next. It is hoped to have electrics as far as Penrith in June 1955, Katoomba in 2 years' time and Lithgow in three.

Commonwealth Engineering have been awarded the contract for the construction of 80 M.U. electric suburban cars for the Penrith electrification.

DON'T MISS THIS----- The P.R.O. – Sydney Branch – is at present negotiating with the Railways to hire out a 4 car suburban electric to follow the first official cars on the opening day of the Blacktown electrification. WATCH THESE PAGES FOR NEWS OF THIS COMING INTERESTING TOUR.

NEWS FROM THE SOUTH.

----- By H. Ballment.

MELBOURNE.

Unlike Sydney, which has grown in leaps and bounds and where vast unsettled areas still stand between built up areas and the City area, Melbourne has grown evenly, so it is unusual to find tram routes passing through unimproved area around the City as was and still is in the case of some lines in Sydney.

But the new Footscray – Maribyrnong connection line is an exception to this rule. Opened in early May 1954 the new line leaves the Ammunition Factory terminal of the Footscray line and joins onto the main system at the Special “B” Ordinance terminal at Maribyrnong West, for the most part the new line is in reservation.

The former Footscray Stn. Moonee Ponds bus route has been replaced by a bogie tramcar service which is heavily loaded at shift changes at the Ammunition factories. But no extra terminal facilities have been provided at Footscray and as a result when the trams assemble to meet the electric trains much juggling must be undertaken, on the one crossover to arrange the cars in their right order of departure. (See Map Vol. 3. No. 2. T.W. Page 2.)

Work on the Bourke St. line is progressing well, the up track is now in position between Exhibition and Spencer t. station and the Board hopes to have 55 “quiet” trams running on the Bourke St. service by August 1955.

These ‘quiet’ trams will be similar to SW6 977, which is running with rubber sleeved wheels, dynamic braking and carbon inset trolley head, the board hopes to equip all trams with these features by 1956. (See Vol 3. No. 2 T.W. page 3 end of first paragraph.)

Australasian tramway engineers recently met in Melbourne and sampled the “quiet” riding cars, but this experience should have little effect as Brisbane is fairly advanced in its own experiments of this type and Sydney has several cars so fitted but has other policies and worries to bother about.

ADELAIDE.

Since the Glen Osmond and Findon routes have been abandoned F1 cars only appear in the peak periods while the only off peak use of the old D cars is on the St. Peters and Kingswood routes. All other routes are normally worked by the F, F1, H (& H1?) cars. All single truck cars are out of service, some being used as sheds, etc., as far away as Port Augusta (191 miles away).

If the M.T.T. has their way the only line which will be still operating in South Australia will be the Victor Harbour Horse Tramway. (More news about this line in a later issue.)

Pressure is afoot to make Rundle and Pirie Streets one way (complementary) streets. If this comes about the trolley bus route in Rundle Street will have to be partly rerouted, (or perhaps removed.)