

ISSUED TO ALL FINANCIAL NEW SOUTH WALES MEMBERS.

The TROLLEY WIRE

THE OFFICIAL ORGAN OF THE
N.S.W. BRANCH OF THE
AUSTRALIAN ELECTRIC TRACTION
ASSOCIATION.

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19th August 1954.

SEPTEMBER DOINGS -- ELECTIONS, TOUR

ELECTION OF OFFICERS. These elections will take place on the **FIRST THURSDAY** of September – 2nd September 1954 – 8 pm at the Railway Institute – All members are urged to attend.

USUAL SEPTEMBER MEETING. This meeting will be held at 8pm – Thursday 16th September 1954 at the Railway Institute. As this will be the 75th anniversary of continuous tramway operation in N.S.W. special celebrations will be held. A.E.T.A. members and A.R. & L.H.S. members are urged to attend and should bring some friends and eats.

The meeting will last from 8pm to 8-45pm and after the adjournment **SURPRISE CELEBRATIONS WILL COMMENCE.**

HISTORICAL ALL DAY TOUR. -----For members and affiliated members only-----

On Sunday at 10am 19th September 1954 a special “elderly” car will leave Waverley Depot for a Full Day tour of the Sydney system. Most sidings and special working routes will be traversed including Racecourse, Showground, Wollie Creek, Dowling St., Waterloo line, etc. Tickets are 10/- obtainable from the P.R.O. Mr N. Chinn at 17 Delves St. Mortdale N.S.W. or FF2073 during business hours Tuesday, Wednesday and Fridays.

NO HISTORICAL MEETING WILL BE HELD DURING SEPTEMBER.

CORRECTION LAST ISSUE. T.W. Vol 3. No 7. p 3, par 2, line 10.

The phrase “buses last more than trams!” should, naturally, have read “buses lost more than trams”. We have shivers during the month wearing sack cloth and ashes.

CORRECTION TO MAP. T.W. Vol 3. No.5. P2. Moore Park Area Map.

Mr. Winney has pointed out the following additional trackage.

Driver Ave.



Gregory Sdg.

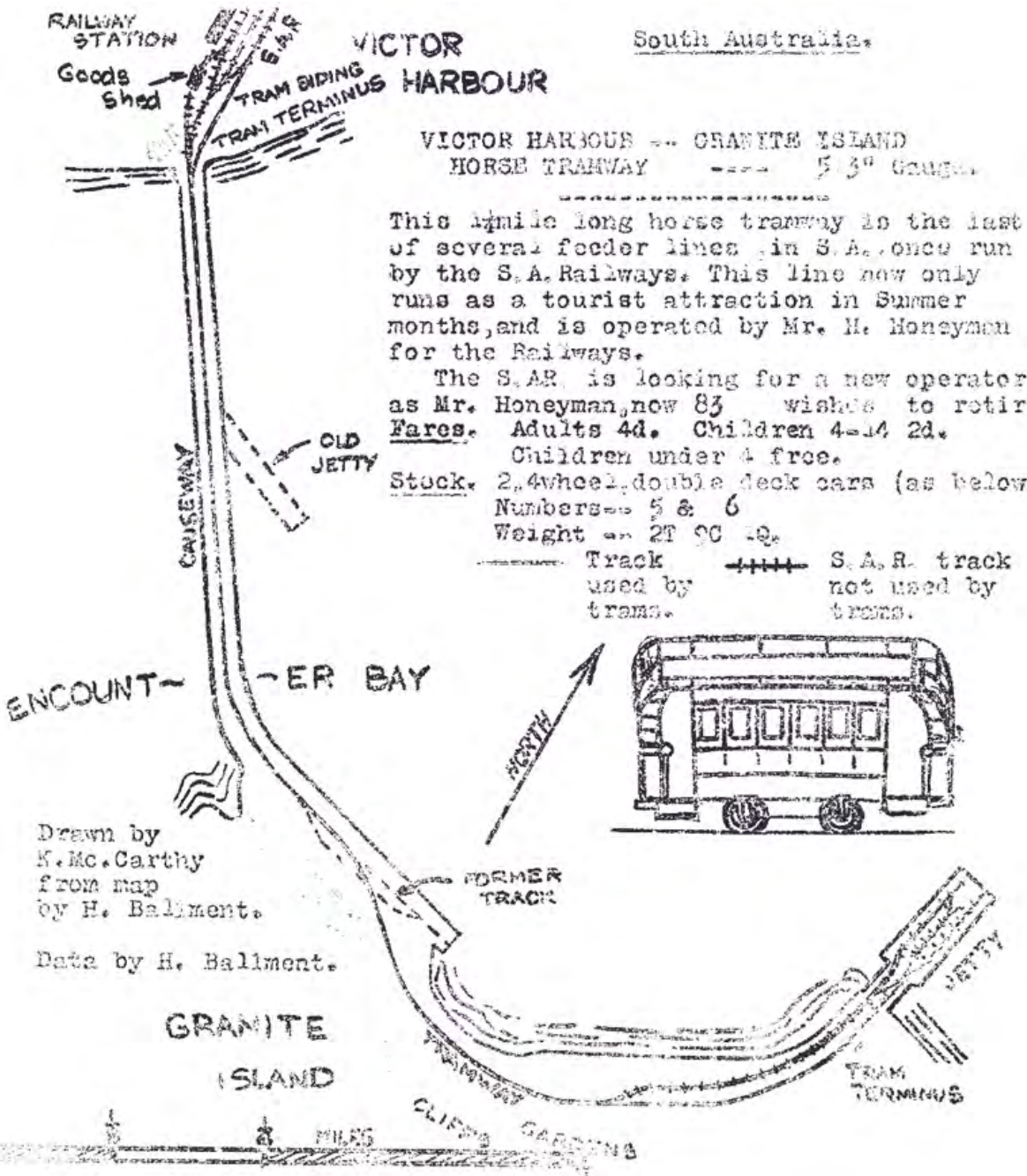


A.P. Junction



Abbotsford St. Jct.





SYDNEY NEWS.

ABBOTSFORD LINE. At the time of going to press (early August) the Abbotsford line is still running and rumours suggest it will still be running for anything from a week to six months. A rolling strike by A.E.U. bus mechanics has thrown the Sydney bus services into chaos, and until the dispute is settled trams will continue to operate to Abbotsford. The Abbotsford trams were to be cut back to Five Dock shops (cars with a long standover time to continue to Lyons Rd.) on 3rd July 1954 but strikes at Ryde, then Randwick, followed by North Sydney and Kingsgrove bus depots, have upset the Department's plans.

RELAYING. Major relaying is being carried out at Dulwich Hill loop. This loop will be used as the outer terminal of both the Addison Rd. and Marrickville Rd. lines when the Dulwich Hill-Canterbury line is closed.

Goulburn St. City is the next City relaying job to be undertaken.

COUNCILS TO PAY PORTION OF RELAY COSTS. Woollahra, Waverley and City Councils have been approached by the Department to pay a portion of the cost of relaying of tracks in concrete in their Municipalities. An old law states that if the tramway paving is superior to the existing roadway the local councils concerned must pay a portion of the costs, and the above case is the first time that such claims have been made.

The Commissioner said that relaying of tram tracks was now costing £50,000 per mile, this high cost being caused by the necessity to pave the track with concrete, which road traffic, not trams, wear out.

ROOF ADS. ON "O" CARS. For the first time in many years "O" cars are being fitted with new rooftop advertisements. These attractive three dimensional ads. are a change after seeing the conventional Flour and Whiskey signs on these cars for the past twenty years.

NEW TYPE TRAMWAY SIGNAL. A new type of signal has been fitted to Thompson lever signal boxes at Miller's Point Junction and Randle St. Junction. The signal is fitted above the box and is similar to conventional traffic lights except that the top spectacle plate has the words "POINTS SET" and the centre and bottom lenses have arrows which light up and indicate the direction in which the points are set. The signal faces trams approaching the points in the facing direction.

ELECTRIC RAILWAY SUBURBAN CARS. The following wooden trailer cars have been towed to the Blue Mountains and are now being used at places shown as workmen's huts for the Railway Electrification: 4252 – Mount Victoria,; 4253 & 4227 – Hartley Vale; 4112 & 4239 – Bell; 4237 & 4163 – Newnes Junction.

This magazine was printed by the Hon. Publishing Staff for and on behalf of the Council of the N.S.W. Branch of the Australian Electric Traction Association. Any business concerning this magazine should be sent to the Hon. Editor, K. McCarthy, 2 Loftus Ave., LOFTUS N.S.W.

NEWCASTLE NEWS.

From our Newcastle representative.

There is now barely 44 miles of track remaining of what was once a great tramway network. Newcastle one had the longest true type tramway route from a central terminal to a suburb in Australia. This was the line to West Wallsend which was 15 miles 4 chains long.

Two portions of track remain on the Wallsend line, both double track and about 50 feet in length, at the Newcastle Rd. crossing at Jesmond and on the canal bridge near the Gully line crossing.

A similar situation exists on the Waratah line, about 40 ft. remaining on the Turton Rd.-Georgetown Rd. corner, and the double track is still in position on the Australia St. bridge.

The Merewether & Glebe lines are still in place from beyond King St., except for the short reservation on the Glebe line. The outer end of the Adamstown line from beyond Olney Rd. has been removed, but the remainder of the line up to the junction still exists.

Much "passing of the buck" is going on as to who will bear repair costs if the Wallsend tramway bridge is opened for access to the local oval. At the present time no agreement has been reached.

Most readers will be surprised to hear that part of the Wallsend Coal Company's line, which runs from Hanbury Junction to Wallsend "C" Pit with branches to Laidley' Colliery Wallsend and the New Tunnel Colliery at Wallsend, has been taken up. The section removed is that from New Tunnel Junction to Wallsend "C" Pit via Wallsend. All that now remains of this railway is from Hanbury Junction to New Tunnel Colliery and an isolated portion from the old Co-operative Junction and Laidley's Colliery. Thus the local plan to have suburban trains to Wallsend will now be costly to put into effect.

PORT KEMBLA.

Since 1927 the Electrolytic Refining Co. have operated 3 electric steeple cab locos over several private sidings at Port Kembla. These locos, nos. 3-5, were built on ex-N.S.W.G.T. "c" and "D" class Peckham trucks and are driven by 2 x 35 h.p. motors on 420 volts collected by trolley pole and swivel headed wheel from overhead wires/ some of which is grooved.

Up till 1952 three roads of the P.W.D. exchange sidings and Metal Manufacturers, Electrolytic Refining, and Australian Fertilisers sidings were wired. In 1948 the N.S.W.G.R. took over the management of the P.W.D. sidings at Port Kembla and it appears they did not view with favour the overhead wires on the former P.W.D. sidings.

So in 1952 the wires from the exchange sidings were taken down, together with that from two of the Metal manufacturers' sidings and from No. 4 Jetty approach. Early this year wires were removed from the remainder of metal Manufacturers' sidings, so as a result the trams are now confined to the Joint sidings of the Electrolytic Refining Co. and Australian fertilisers Co.

These electric locos are now free of N.S.W.G.R. jurisdiction so they are likely to remain for some time to come.

DON'T FORGET the annual election of officers, which will be held on 2nd September 1954 at 8 p.m.

NEW ZEALAND NOTES.

From G. Weatherhead.

NEW PLYMOUTH. The remaining tram route (Fitzroy-The Port) of this city's small 38 year old system was bustituted on Friday 23rd July last. This system was reputed to be in better repair than any of the other systems in the Dominion, and the three Birney cars which handled the bulk of the traffic gave the system an American flavour.

WELLINGTON. Authority has been granted to replace the Karori and Northland tram routes with buses and trolley buses, but no definite closing date has been released. The Northland tram is a "peak period" only run (off peak being handled by buses). The Karori line operated through a narrow tunnel and schemes are now being examined with the view of operating trolley buses through it. In all probability traffic lights will be placed at each end and only one way traffic will operate when trolley buses are traversing the tunnel.

Far correction (T.W. for June 1954). The following fares came into use on 3-2-54.

Sections-	one	two	three	four	five	Weekly tickets
Cash	3d.	6d.	9d.	1/-	1/-	are sold in
Concession	2/6	4/6	6/9	8/-	8/-	shops only.
Weekly	---	3/6	5/-	6/-	6/8	

Wellington Railway alterations. (See map T.W. p4 Vol. 3 No. 6.)

On 1-3-54 the single track, non-electrified line was opened between Taita and Haywards in Hutt Valley and the Melling to Haywards section was abandoned. The Taita-Haywards duplication later came into use on 18-7-54. A new station, Pomare, $\frac{3}{4}$ mile north of the electric rail head at Taita was opened on this new connecting line on 9-8-54.

Thus since 1-3-54 all steam and goods trains on the Masterton line have been diverted via the Taita line, which up to that date carried electric suburban traffic only.

Future plans are to extend the Taita electrification to Upper Hutt with diesels working through the new Rimutaka tunnel and steam beyond Featherstone.

LATE NEWCASTLE NEWS.

Since June 1950 when trams ceased running in Newcastle the bus deficit has risen and services have been deteriorating. As a result the Northumberland Council of Progress Associations is seeking the establishment of an advisory committee to straighten out Newcastle's transport problems, while the City Council is again contemplating the taking over of the bus services.

However the same problem faced the Council as did, when they negotiated for the taking over of the tramways in 1948 and 1949, and these are that the Council must continue the issuing of privilege railway passes to employees and must buy the undertaking as a profit making and not a bankrupt concern.