

The

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TROLLEY

WIRE

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

Vol. 3. No. 10.

Edition No. 33

21st October 1954.

ELECTION OF OFFICERS.

The following officers were elected at the Annual Meeting last month, and will hold office for 1954-55. They can be contacted by mail or 'phone at the addresses shown below.

President.----- K. Morris, 18 Montgomery Street REVESBY.
Vice Pres.----- K. Miller, 49 Wood St. MANLY. XU1838
Secretary.----- R. Young, Box 2266 G.P.O. SYDNEY. XL4304
Assistant Sec.----- K. Bramall, 25 Westbourne St. DRUMMOYNE.
Treasurer.----- B. Parle, 10 Karuah St. TURRAMURRA. JJ3526
Pub/Rel. Officer.---- R. Murray, 17 Small St. RYDE. W7 1409
P.R.O. Secretary.---- N. Chinn, 13 Inelgah Rd. COMO WST. FF2073.
Photographer.----- N. Reed, 57 Kameruka Rd. N'THBRIDGE. XL1692

Owing to the disorder of the Recorder/ Librarian's Books, an election for this post will not be held until the Council can arrange to have the books brought up to date.

The Publishing Staff, and Museum Officers, who are elected by Council, will be announced in the next Trolley Wire.

Hon. Auditor.----- A. Renwick, 29 Wrights Rd. DRUMMOYNE. WA2099

COUNCIL MEETING.

A full day Council meeting is to be held late this month. Any member who has a matter to discuss or problem to be discussed should contact the Secretary as soon as possible.

LECTURES.

A programme for the year 1955 will soon be drawn up. Any members wishing to deliver lectures at general meetings should also contact the secretary. REMEMBER we must all do our bit to make meetings a success, don't leave it all to the officers shown above.

SEPTEMBER TOURS.

16th September 1954. The surprise we warned you about in the last two editions of Trolley Wire turned out to be a tram tour to La Perouse. The meeting finished at 8-45pm and joined R1 2063, specially decorated for the purpose, at Devonshire St. Siding.

The tram proceeded to La Perouse via the Rosebery, Phillip St., West Kensington, Dacey Ave. & La Perouse Lines outwards, and returned to the City via Anzac Pde., Oxford St., Elizabeth St., setting down the party at Devonshire St. at 10-30pm, thus the 75th anniversary of continuous tram operation in Australia was celebrated in a novel way. Member F. Miller was the driver.

19th September 1954. This full day tour was to have been held in a "K" car, the Dept. even went so far as to bring K1295 over from North Sydney, but discovered the week before the tour that they had delivered the wrong car and that 1295 would not stand up to the rigour of a full day tour, so the outing was held in "O" car 1254.

The tour closely followed the map in the last issue of T.W. but unfortunately a number of interesting workings could not be carried out.

The Bellevue line was not used and we were unable to traverse King St., The Dive, Ashmore St. Siding and Rosebery Sand Siding. Because of this more time was spent in Randwick Racecourse, and Wolli Creek Sidings.

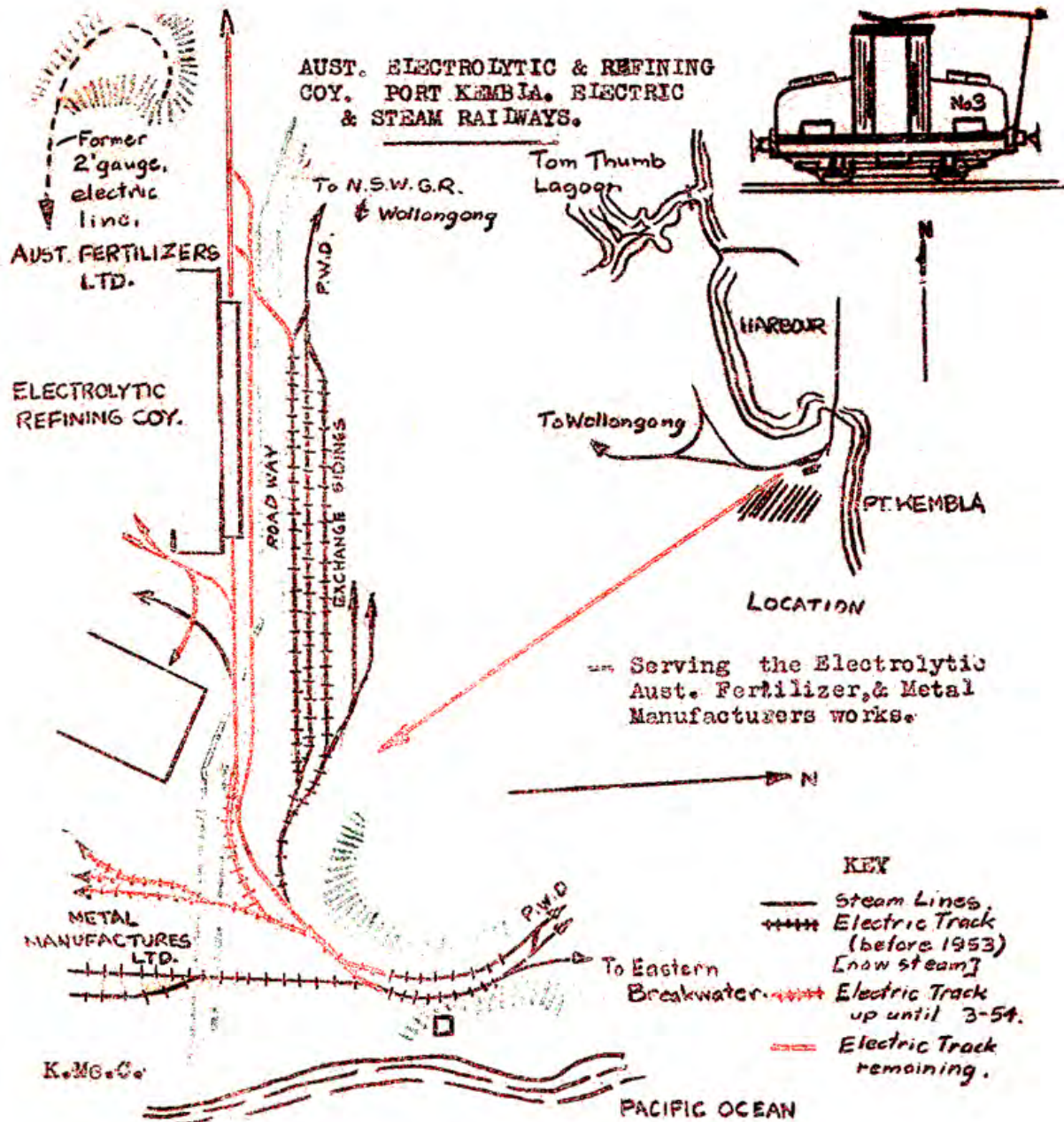
All the sidings at Wolli Creek were travelled over, including the Railway/Tramway connection, which is used twice a week by a Z19 class loco but rarely used by trams. The shock was so great to the overhead wire, at this point, that a lengthy piece of span wire snapped as we were standing underneath. (The following day the break was mended.) Another unusual working was the run through Randwick Workshops. 1254 entered the Darley Rd. gates, and left by way of the Mulwarree St. entrance.

The tour, with all its special; workings, fast running, etc., was a great success, and balanced financially... and no doubt 1254 is the most photographed car on the road.

Our thanks go to the P.R.O., the Department and the crew for making this eight hour outing such a success. The Sydney Branch was also glad to see the Melbourne Branch President, M. K. Kings present, and we hope the tour justified the distance he had to travel to participate in it.

N.S.W. 8 hour day. 3-10-54 Bendigo Tour.

We go to press too early this month to report on this tour. Watch next month's issue for news on this visit.



CORRECTION. T.W. Vol 3, No. 9, p4.

The report last month that the Blacktown electrification should be opened this month, was received from what we thought was a reliable source, but unfortunately we have been proved wrong. The Dept. of Railways expects the electrification to be ready in early January 1955. The P.R.O's of our Association are still arranging a train tour for the opening date.

SYDNEY NEWS.

The "lizard" now fitted with pneumatic tyres has been busily transferring cars to and from North Sydney, K 1295 was brought over last month and is at present at Dowling St. Depot. A number of "O" cars have also been brought over and are being scrapped at Randwick. "R" cars from Rozelle and Newtown have been taken to North Sydney as replacements.

Ryde line. The only overhead now remaining on the disused portion of the Ryde line, that in Ultimo Rd. and Quay St. Ultimo and a section in Gladesville. The Drummoyne sections were removed in August and September and the Pymont wire during the week of 20th-24th September.

Ultimo Depot. Ex D car, now grinder 135S worked on Harris St. Ultimo between the Depot and Broadway on the morning of 30-9-54. This was in preparation for the transfer of stored stock from Newtown and Tempe depots to Ultimo, which will take place in the near future.

Jail siding. Rails are now being removed from the Long Bay Jail siding. The connecting points on the main line were removed some months ago. The last few lengths of rail are being lifted at the Chelmsford Ave. end of the Matraville line, but the overhead wire on this section is still in place.

Relaying. Track relaying is progressing at Mascot, Ocean St. Waverley, and Bondi Junction. New connections will be laid between the Ocean St. and Bellevue Line, while the crossover on the Bondi side of Bondi Junction has been removed.

A new right angle crossing has been installed at the Goulburn St.-Castlereagh St. intersection. A double line, right angle crossing is also ready to be laid at the College St.-William St. Junction.

The Dowling St. extension line at the Depot has been regraded, and a wide concrete road has been built around the track. This new road links Dowling St. with Joynton Ave., and runs along the former reserved track tramway at the north end of the old Victoria Park Racecourse.

SYDNEY ABANDONMENTS. The Ocean St. to Nth. Bondi and the Bondi Junction to Coogee portions of the Bondi via Bellevue and the Waverley Extension services will be converted to bus operation on November 14th. The Department says this will avoid a track repair bill of £200,000, even though much of the track to be abandoned on the Bellevue Hill line was relocated, and relaid in cement only 3 years ago. 30 buses will be needed on these services.

(Rumours are circulating that the Western and Southern lines due for early closure may close also on the above date.)

BYRON BAY TRAMWAY. The whaling industry recently established at Byron Bay seems to have brought the tramway a new lease of life. During September an average of three whales a day were carried between the wharf and the treatment plant on the tramway.

DOUBLE DECK BUSES UNDER BURWOOD BRIDGE AT LAST ??? On 13th September last, bus M/O 2294 endeavoured to follow the former tram route under the low Burwood Railway Bridge, luckily the mobile monster became wedged under the higher 12' 9" side, as had it happened on the 12' 3" side the bus would not have been worth salvaging. The bus was on route 492 and appeared to be empty.

MELBOURNE – BOURKE ST.-NORTHCOTE LINE PROGRESS. The new down track is now in position from the Spencer St. City to Smith St. Queens Pde. intersection, Fitzroy, while the up track extends also from Spencer St. but only as far as the Webb St. corner in Fitzroy. The turnout from the East Preston line into High St. Northcote is also complete. On the City section the Spencer St. Connection, and the William and Swanston St. crossings remain to be laid.

Overhead wire is in position from the City to the Clifton Hill railway over bridge and from Westgarth St. to Northcote Town Hall. A short stretch is also in place at the Northcote terminus.

NOTE. MOST OF THIS CONSTRUCTION HAS TAKEN PLACE SINCE THE MIDDLE OF LAST YEAR AND BY COMPARING TIMES AND MILEAGE IT APPEARS THAT MELBOURNE CAN SUBSTITUTE TRAMS FOR BUSES QUICKER THAN SYDNEY CAN SUBSTITUTE BUSES FOR TRAMS. (Food the thought.)

LATE NEWS. The Sydney Branch of the A.E.T.A. will be holding a first day tour of the Blacktown electrification on the first weekend in February, in a two car electric set. – More details later.

Grinder 138S was noted in Harris St. ULTIMO on 8-10-54.

“O” car 1116 was erroneously given an “A” overhaul during September.

NEXT MONTH. We will publish extra track information on the Victor Harbour tramway, forwarded by R. Field.