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# The TROLLEY WIRE

NEW SOUTH WALES BRANCH BULLETIN  
AUSTRALIAN ELECTRIC TRACTION ASSOCIATION.

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**TOUR BEHIND ELEC. LOCO. ON "DAY BEFORE OPENING" OVER BLACKTOWN LINE.**

The A.E.T.A. & the A.R. & L.H.S. will be holding a joint "day before regular service" tour over the Blacktown electrification. The train will consist of electric loco 4501 with two or three "Pullman" cars. The A.E.T.A. will occupy the first car. The route of the tour will be to Blacktown via Bankstown and the newly electrified lidcombe triangle, and the return trip to Central will be made via Nth. Strathfield Junction, Hornsby and the Wynyard underground.

The train will leave one of the electrified platforms on the main Sydney Station (plats. 13, 14, 15) at 1-30pm Sat. Feb. 26th 1955, tickets are adults 8/-, children 4/-. ALL TICKETS MUST BE PAID FOR BEFORE THE DATE OF THE TOUR. The tour will be run on a guarantee basis, the railways handling the ticket sales, any profits going to the N.S.W.G.R.

A.E.T.A. MEMBERS SHOULD CONTACT Mr. R. Young Box 2266 G.P.O. SYDNEY, or phone XL4304.

NEXT MEETING. The next general meeting will be held at the Devonshire Street Railways Institute at 8pm. Thursday February 17th. This meeting will be a "photograph night" all members should bring along their photo collections to make the night a success.

FUTURE MEETINGS. Meetings for 1955 will be held on the following dates. Jan. 20th; Feb. 17th; March 17th; April 21st; May 19th; June 16th; July 20th; Aug. 18th; Sep. 15th; Oct. 20th; Nov. 10th; Dec. 15th.

CALENDARS. Association calendars are still available from Mr. N. Chinn at 2/- each.

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ADVERT. CAR. Mr. K. Winney writes that the U car, no. 93, used to advertise the new "oomph" in petrol (See T.W. Vol. 3, No. 11, p3) only carried the public address system from 12th-15th Oct. 1953 because of complaints the tram ran "silent" after 15 th.

SYDNEY TRAMWAY NEWS.

CONDITIONAL STOPS. A three months trial of conditional stopping places on the Watsons Bay line beyond Rushcutters Bay went into effect on Sunday Dec. 5th 1954. The Conditional stopping system was discontinued on the N.S.W. Tramways in August 1944, because of misunderstandings arising from the use of the same bell by conductors and passengers. Because this same problem still exists in this trial the Tramways Union has placed a ban on the reintroduction and only a few drivers are passing through the conditional stops.

The tram drivers fully understand that conditional stopping saves time, money etc., but they will not revert back to the system until "bell-light" indicators replace the buzzer on all cars.

The numbered stops on the Watsons bay line beyond Rushcutters Bay have been removed and at the light loading stops, metal signs with "TRAM STOP SIGNAL DRIVER" with two white bands, have been affixed to the tram stop posts. (White letters on a red ground.)

As a result of this system only 13 stops on the "up" and 10 on the "down" are compulsory beyond Rushcutters Bay. Should an agreement between crews and the Department be reached, Sydney's tram services will be greatly speeded up.

TRACK RELAYING. The Bondi Junction relaying job has been completed. The next major relaying jobs will be on the Watsons Bay line. At Rushcutters Bay and Double Bay a considerable amount of relocation is to be carried out, and with the completion of these works the Watsons bay line will be in very good condition.

As a result of the perway staff always being involved in the Department's "retrenchment to save money" scheme, there are not enough Tramway perway men to carry out the Watsons bay job, therefore a track gang is to be borrowed from the Railways to do the work.

FOOTRESTS FOR DRIVERS. Foot rests for driver are being fitted to the cabs of all Dowling St. corridor car, "R1" 2047 & 1993 being the first two cars to be so fitted. Corridor cars from other depots will be so fitted at a later date.

DOOR MECHANISMS. The rack and pinion mechanisms on the "P" class car' doors are to be replaced with a lever system (similar to that fitted to "L/P" cars) this will keep the doors in synchronization even when the parts are worn.

WELDED FROGS. The point frogs at Crystal St. / Norton St. / Parramatta Rd. Junctions have been welded across the abandoned track to Dulwich Hill. It is interesting to note that the "Change Here" signs on Petersham & Canterbury Stations and several tram stops are still in place.

(Continued on page 5.)

RAILWAY NEWS.

QUAY RAILWAY. Early in the morning of Jan 5th & 6th, the components of the remaining spans of the Circular Quay Railway Viaduct arrived on the site from Chullora, and were placed into position on the false-work bridging the foot of Pitt Street and the site of the Maritime Services Building. The Quay railway has top priority on the Railway's works programme, and the Dept. is endeavouring to have the job completed by late this year.

STEAM ROAD ELECTRIFICATION. Overhead structures to take the overhead for the electrification of the two steam roads between Central and Strathfield have now been erected between Strathfield and Lewisham. The main reason for the electrification is to handle the traffic when the Mountain section is electrified, but until then, suburban trains will be using the main lines in peak periods. The single track portion of the Lidcombe triangle (South to West) has been electrified, but we are as yet uncertain whether it has been opened to electric traffic.

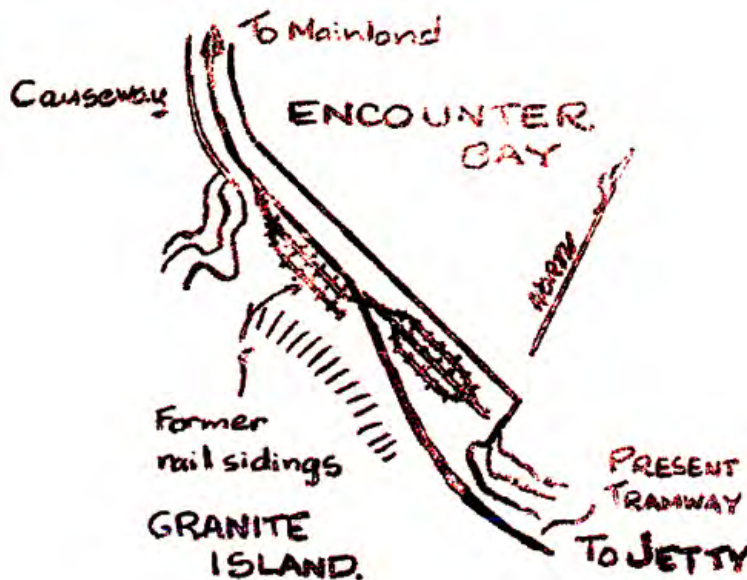
BLACKTOWN ELECTRIFICATION. The electrification to Blacktown will be officially opened on Saturday February 26th, and regular passenger services will commence running on the next day. Owing to the shortage of electric rolling-stock a mixed service of electric and steam will operate until the deficiency is overcome. (See announcement re tour over this electrification.)

REDFERN UNDERGROUND. Work has again been resumed on the Redfern end of Chalmers St.-Redfern tunnel and final eviction orders have been served to the occupants of several buildings in Wyndam St. Redfern, ordering them to move by February 1955.

V.R. COUNTRY TIME TABLES. For the first time in many, many years the Victorian railways Country Timetables are again available (Vic. Tourist Bureau, Martin Place.) but the rail services are only a skeleton of that in former years, no less than 204 stations are listed as having no passenger service. The only narrow gauge line still operating is that from Colac-Crowes, but only one trip each way per week is run (Wednesdays).

COMO BRIDGE. Work on the approach of a new bridge to replace the existing single track structure has ceased for the time being. Work on a cutting on the North side of the Georges River commenced last February but since October, little has been done.

Continued on page 5.)



#### ADDITIONAL TRACK DETAILS.

See Victor Harbour Map  
Vol. 3. No. 8. P2 T.W.

Mr R. Fields has forwarded additional track details (left) of the railway sidings formerly situated half-way along the present tramway.

This track has since been removed hence the lack of detail in Mr. Ballment's map.

#### ST. LEONARDS YARD MAP. (See T.W. Vol 3. No. 12. p.6.)

From a map forwarded by Mr. R. Fields, it appears that St. Leonards yard in the 20's was vastly different to that in the map forwarded by Mr. N.F. Reed (and published) which gives the trackage in 1941 at time of abandonment. Both Mr. Fields and the publishing staff would be grateful if any reader could clear up this problem by giving the date a removal of some of the sidings etc.

#### ABBOTSFORD LINE ("Farewell Abbotsford" T.W. Vol 3. No's 9 & 11, p5 and p4 respectively.

Mr K. Winney states that the Department of Govt. Transport's files show that there was never an industrial tram service from Balmain to Abbotsford in the PM peak and that the service referred to in the article was only a trip run by cars finishing a run at Balmain and then travelling to Abbotsford via Orange Grove to take up running on that line.

Obviously the Depts. definition of an "Industrial Service" is different to ours. To use the term "Industrial service" applied to transport would mean "a vehicle carrying passengers between two points during a peak period (and one of these points being an Industrial area, the other in a residential area)". However we would be very interested in hearing the Departments definition of an industrial service.

NEWS      Continued)

BRONTE LINE.      Recent rumours seem to indicate that the Bronte line will be the next Eastern Suburbs line to be abandoned, and the condition of the track seems to verify this statement.

PHOTOGRAPHING TRAMCARS ETC.      Since Nov, 20th many members have placed their cameras in 'moth balls' for 12 months, but we warn them that they may be needing them within 2 months !!!!

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RAILWAY NEWS      (Continued from page 3.)

MARYVALE – SANDYHOLLOW LINE.      This 125 mile line has again become a live political point, and although £2,428,000 has been spent on the unfinished works, the State Government of N.S.W. and the "experts" (Yes, they have them criticising the railways as well as the tramways) are undecided as to whether the works should be abandoned or completed. The earthworks have been finished for some time but a tunnel of just over a mile in length and the track laying remain to be carried out, and this would cost another £3,000,000. Thus a job quoted to cost £1,350,000 in 1927 will cost a total of £5.5 million to complete.

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MUSEUM NEWS.

The Museum of Technology and Applied Science, Ultimo has stated that it is willing to take possession (in the form of a "permanent loan") of F393 and will allow and assist our members to complete the work of restoration on this car. The Museum is very interested in the historical work of this Association and would like to provide accommodation for all our cars, but because of limited storage space they can only accept 393 at the present time.

Meanwhile the Museum (A.E.T.A.) Officers are still negotiating to have the other three cars, perhaps more, shifted to a permanent location for storage and display.

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Printed for and on behalf of the Council of the Australian Electric Traction Association, N.S.W. Branch, by the publishing staff of that Association. News items should be sent to Mr. N. Chinn, 13 Inelgah Rd, COMO WEST N.S.W., and other matter should be sent to Mr. K. McCarthy, 2 Loftus Ave. LOFTUS N.S.W.