

# The TROLLEY WIRE

N.S.W. BRANCH BULLETIN, AUSTRALIAN ELECTRIC TRACTION ASSOCIATION.

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21st April 1955.

On Sundy afternoon, 27-3-55, a number of members had an enjoyable afternoon hiking over the route of the Manly-Spit, Manly-Harbord lines. Many features of historical interest connected with the former tramway, were discovered, and those presnet decided to hold a further hike over the Brookvale-Narrabeen section in the near future. The local council is at present constructing a roadway between Ethel Stret and Heaton Ave. on the former Seaforth reservation.

## FILM NIGHT.

A film night is to be held at 8pm Thursday 26th May 1955 at the Vacuum Oil Theatrette, Margaret Street, Sydney. Tickets available from theSecretary, Mr. I. Brady, 24 Wallace St. GREENWICH.

## MARCH MEETING.

At the last general meeting Messrs. H. Ballment, A. Perry, gave an interesting lecture on observations made, on their recent tour of New Zealand. We hope to hear from them again soon on a detailed lecture of tramway systems still operating in the Dominion.

## STARTING TIME OF MEETINGS.

Members are reminded that the staring time of the N.S.W. branch meetings is 8 pm, NOT 8-30 PM.

## NEXT MEETING.

The next general meeting will be held at the Devonshire Street, Railway Institute, at 8pm Thursday 19th May. An interesting lecture will also be given at this meeting.

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## “R” CARS IN NEWCASTLE.

A reliable source has told us that the notion that many of us have, that “R” cars were to be used in Newcastle for the 1947 celebrations, came closer to reality than most of us realise.... “R” car 1738 was sent to Newcastle in August 1947 on 161 goods North, but on the same day an urgent messge sent to have the car returned withoutt being unloaded on 146 goods North (up). What is the Department’s answer to this blunder?

WARRAGAMBA DAM ----- CONSTRUCTION RAILWAYS.

No. 3 (Continued from last issue).

2ft. & 4ft 8½in gauge lines (Continued.)

The "planet" 0-4-0 diesel locos arrived at the dam in August 1953 to work the 4ft. 8½in. gauge line on the 3rd level. These locos haul trucks for carrying ready mixed cement from the cement mixer to a point under the 18 ton cable way which transports the hopper off the top of these trucks to the pouring site.

A 2ft. line is also situated at this level (see map T.W. Feb. 1955) and crosses the 4ft. 8½in. line at one place by a substantial crossing. But the stock on this line appears to be only 4 wheel trollies and in all probability it is used only for maintenance of the 4ft. 8½in. line stock.

4ft. 8½in. ropeway tower line.

This moveable tower of the smaller 10 ton cableway travels along two 4ft. 8½in. gauge lines, approx. 20ft. Apart on the 4th level. The four feet of the tower each rest on a truck running on the track. This cableway is powered by electricity, collecting its power from three overhead wires, by three trolley poles. These wires are located over the eastern track of the 4th level.

Multi gauge & 4ft. 8½in. line.

These lines were situated on the 5th level.

A multi gauge 2ft. / 3ft. track, (common line on the east) was in place on the 5th level until early 1954. The line was approx. 80 feet long and worked by a 2ft. gauge Ruston & Hornsey Ltd. 44 h.p. diesel 0-4-0 loco, M.W.S. & D.B. no. 14, builders no. 183063. This loco hauled 3ft. gauge four wheel trolley, and it appeared to be employed in carrying plant equipment to the southern ends of the 5th level.

A 4ft. 8½in. line has replaced the above, and is laid in concrete like tram track. This line had not been placed in service when last seen in October 1954.

The only other line known, at this project is that which carries the moveable tower for the 18 ton cableway. This is located west of the dam site and is closed to public inspection. But we can surmise that it would be similar to the track for the 10 ton cableway on the 4th level (as explained)

So although Warragamba has little in the way of railways compared to past projects, what is there is still of interest to rail fans.

NOTES ON THE NEW ZEALAND TRAMWAY SYSTEMS.

From a lecture given by Messrs. H. Ballment, A. Perry.

WELLINGTON 4ft. gauge.

(see T.W. Vol 3, No. 1 p5, Vol 3, No. 6 p6, Vol 3, No. 8 p5.)

Only 4 routes have been closed in this City and because of lack of finance, it will be many years before all trams are replaced by trolley or diesel buses. Cars are in good order, all are fitted with swivel trolley shoes. Only one double decker car remains in service, this being used for overhead wire repairs. Two tramway tunnels are still in use, one single track reservation, the other double track with roadway. (30 miles maximum.)

AUCKLAND 4ft. 8½in. gauge.

This was the largest N.Z. system, once having 44 miles of track. Only four routes remain, City to Victoria Ave., Meadowbank, Avondale and Hunger. Swivel trolley wheels used on this system.

CHRISTCHURCH 4ft. 8½in. gauge.

This system was closed October 1954, once having 43 miles of track. All tram routes were replaced by buses, and the Board hopes to replace 15 trolley buses, running since 1928, with diesel buses in the near future. The only track remaining is that at the depot and in Cathedral Square City. Some track also remains at Sumner.

Five pieces of steam tram stock are still on the track. Viz. – 1 Kitson motor at the workshops and two motors and two double deck tailers in the shed at Sumner. Of the electric stock, one old double deck car and a four wheel scrubber are still complete and in the City depot, while a number of bogie cars are waiting to be turned into “weekenders” for the Board’s employees.

DUNEDIN 4ft. 8in. gauge.

This is the only City outside of San Francisco where the sub surface cable system still operates. Of the original 4 cable routes two still operated, the Exchange to Maryhill and the Maryhill extension. (Mornington & Maryhill). The steepest grade on these lines is 1:3½.

Electrics still operate on four routes, gardens, St. Kilda, St. Clair and Racecourse. Plans are to replace the remaining lines with buses but this may take many years yet. Maximum mileage of the Dunedin lines was 16 miles.

NEW PLYMOUTH 4ft. 8½in. gauge.

This small system (6 miles at height of working) was closed on 23rd July 1954. Half of the trackwork remain in place but all cars have been sold or broken up. Four new trolley buses operate (under sufferance) in this city only because they could not be sold.

NEW ZEALAND NOTES (CONTINUED FROM PAGE 3.)WANGANUI 4ft. 8½in. gauge.

This 14 mile system was closed in 1951, replaced by buses after being run down through lack of maintenance. A Baldwin steam tram motor remains, being ex 100A of the N.S.W.G.T. (sold 1914). The motor is standing on a short length of track in front of Blake's engineering shop. Intended to be scrapped in 1951, so many people asked to see it that it was left in order for public inspection.

INVERCARGILL 4ft. 8½in. gauge.

This 7½ mile system was the southern-most tramway system in the world and was closed in 1949. The depot building remains in place, and most cars, including the Birneys are used as sheds and summerhouses about the city.

NAPIER.

Close in 1931 after a great earthquake, which caused great damage to that city, had put the tramway out of use. The depot and depot tracks are still in place, and a few cars are still used as summer houses about the city.

GISBORNE.

This system was battery operated. Even though it was closed as early as 1929 half the track is still in place.

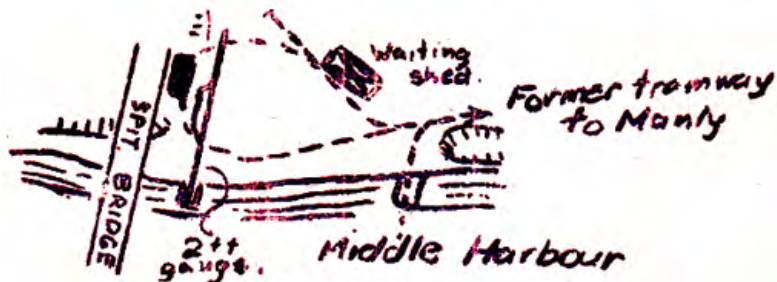
TAKAPUNA. (North Shore Auckland).

Owned by the local ferry company, this steam tramway was closed many years ago. Motorised trailers from this system are still in operation in Dunedin.

TRAMS AGAIN AT THE SPIT (SEAFORTH).

A 2ft. gauge construction tramway is being used by the Cleveland Bridge Company on the Spit Bridge construction, on the site of the old Spit loop.

Small hopper cars are used to carry blue metal, etc. from bins to the water side. Motive power is provided by two "Planet" 0-4-0 locos, builder's numbers 2380 & 2388.



“O” Class Bogies.

George Street Relaying. Concrete relaying from Millers Point Junction towards the Town Hall is progressing. It is hoped that a good deal of this street will be done (and by a different gang than did it last time we hope.)

Show Ground Buses. For the 1955 Royal Easter Show, buses will only work for 4 days April 2nd and Easter weekend, as about 150 buses are still out of service with broken stub axles, or should we say ‘defective’? We believe that 150 Post-war buses are in store at Leichhardt depot awaiting scrapping.

Stored Cars. Once again we find the faithful “O” cars being reluctantly “torn” out of store, we say torn because by the look of some of them that is how they were put into service. Not as bad as some Rozelle Direct “O” cars used some years back. These were noted going out to Randwick Racecourse on Easter Monday minus destination rolls, light bulbs, side blinds, adverts, and sporting a liberal coating of cobwebs and dust. However once again we find the old “O”’s doing a wonderful job of moving the crowds, no matter what the condition they were in. We shudder to think of the first Show after they are gone.

Double Bay Relocation. The relocation of one track at Double Bay is well under way by the Railway Department, and looks like being finished at an early date.

“R1” Class Seats. Unassembled “R1” class seats are available from Coopers Corner Disposal store for the astounding price of 19/6d. per seat. ?? What must they have been bought for and just how much money went down the drain?

“R” Class Bogies. Used “R” Class bogies were noted going to Ritchie Bros. For scrap metal do you think?

Ultimo Depot. It is rumoured that Ultimo depot has been sold to an interstate trucking firm. In view of the fact that £1,000,000 is likely to be spent on a new museum building, the Government must have sold the old depot for over one million pounds or we would say they are very poor businessmen.

Armour Plate Glass in Trams. 10 trams are to be fitted with armour plate glass and a test made over a period of 1 year as compared with 10 other trams fitted with plate glass. The cars are 7 “P” cars – Dowling St., 3 “R” class – Rushcutters Bay. Numbers are not yet known.

Repainting of Depots. Dowling Street Tramway Depot has been completely “A/O” (after 19 years). Rozelle is next on the list.

CAN ANY PESON HOUSE OUR “WOLLI CREEK” SIGNALS PLEASE? Mr REED INFORMS US THAT HE HAS INSUFICIENT ROOM AT HIS PLACE. THEY HAVE BEEN REPAIRED AND CAN BE MOVED BY CAR. IF YOU CAN HELP PLEASE CONTACT Mr REED OR THE STATE SECRETARY.

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