

The TROLLEY WIRE

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

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HURRY FOR THE MELB. TRIP.

OPENING OF BOURKE ST. TRAMWAY – SPENCER STREET TO CLIFTON HILL
Saturday June 25 th. 1955

If you wish to attend the opening of the initial section of the Bourke St. Melbourne tramway you still have a little time to do so. As announced last month the Sydney Branch will be holding an organised visit from Saturday 25th until Monday 27th June to Melbourne to be present on the memorable occasion.

Last minute bookings can be made through the Secretary, Mr I. Brady JF 1387, so don't miss this opportunity, book now!

FOOTSCRAY CLOSURE.

Final work is yet to hand as to the closure of the Footscray Stn. – Williams Town Rd., Ballarat Rd. and Russell St. lines Melbourne, but it is now believed that this line will be replaced by buses which are being thrown idle by the Bourke St. tramway conversion.

MAY BUSINESS.

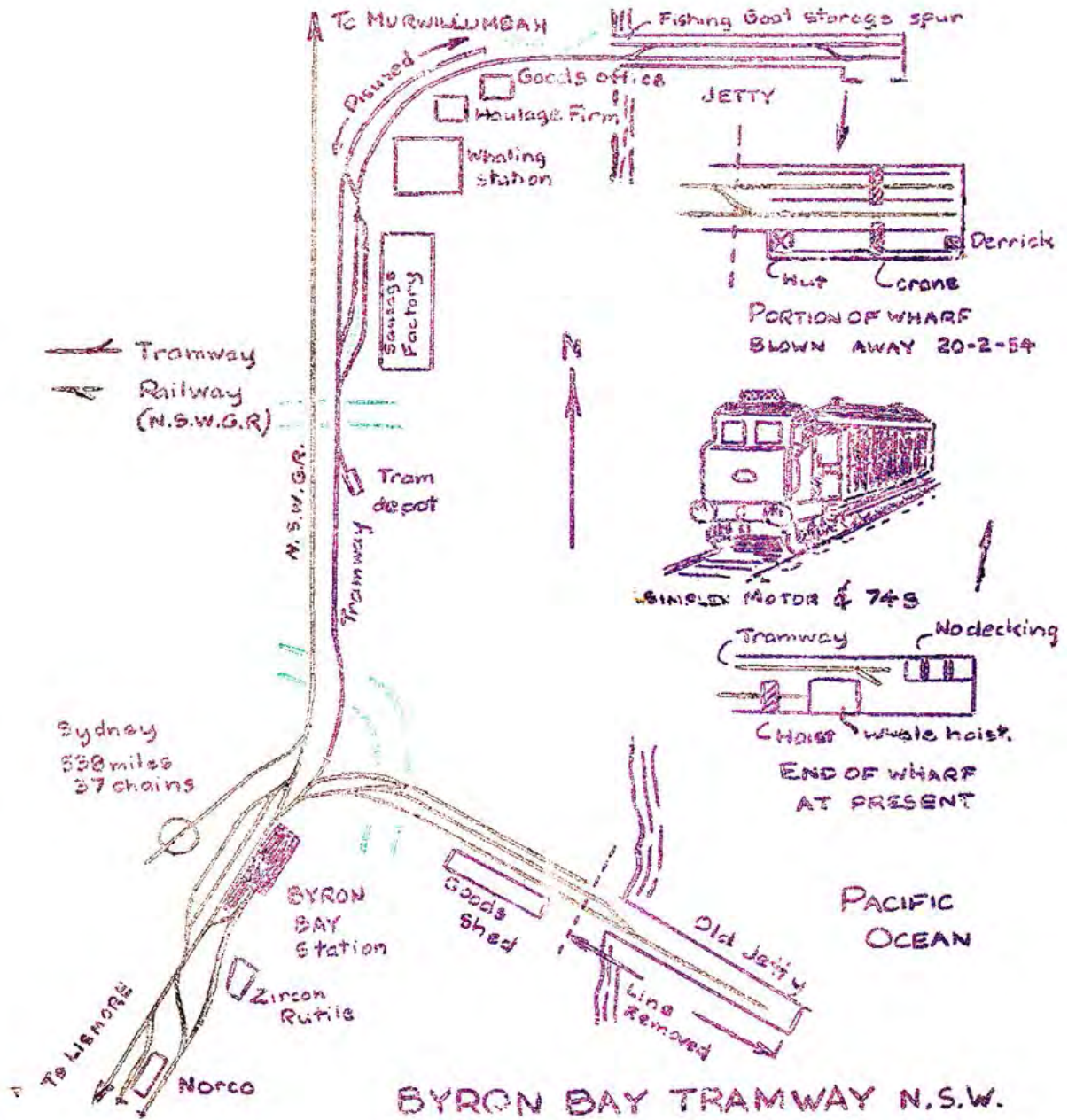
Mr R. Young gave an interesting lecture at the last general meeting on the construction of the new Toronto (Canada) subway (Rapid Transit P.C.C.'s), this lecture proved interesting both because of the development of this modern mode of transport (unfamiliar in this country) and because most N.S.W. members are too young to remember the construction of the Sydney Underground in 12925-32.

A picture night was held at the Vacuum Oil cinema during May with a good attendance. Both representatives of the Railways for Warringah Committee and our own members well received the G.. film "Going Places" which pointed out the error of all City Councils in concentrating on moving traffic (private cars) instead of people. (in public transport).

NEXT MEETING.

The next general meeting will be held at the Devonshire St. Railways Institute at 8pm Thursday July 21st. 1955. In accordance with the policy of the council another interesting lecture will be delivered at this meeting.

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THE BYRON BAY TRAMWAY N.S.W.

By K. McCarthy from
recent observations made
by N. Chinn & R. Murray.

Although only 1½ miles in length the Byron Bay tramway is still busily employed in freight haulage. Opened by the North Coast and Steam Navigation Coy. to serve their Jetty opened in 1920's the tramway was built to connect this Jetty with the then isolated N.S.W.G.R. North Coast lines.

To handle passenger service a de-motored "C" class Sydney electric car 37C and a steam tram trailer ex Newcastle 74B, were purchased and arrived at Byron Bay in June 1927. A Simplex 0-4-0 8½ ton chain driven petrol loco built in 1920 was used to haul these tramcars and also N.S.W.G.R. freight cars.

With the connecting of the North Coast line to the main N.S.W.G.R. system in the late 20's traffic fell off considerably on the tramway but a limited amount of freight and passengers used the North Coast steamers until the war caused the service to close and the passenger trams to cease running.

During the war the Simplex still operated, shunting cars to the various factories along the line. This spasmodic service lasted until late 1953 when a whaling station was set up on the tramway, this has caused a new lease of life, as during the whaling season the Simplex loco is busily employed hauling three whales a day on N.S.W.G.R. trucks each approx. 40 feet long and weighing 40 tons in weight, this is no effort for the loco as it is still capable of hauling 285 tons along the jetty and 120 tons between the jetty and Byron Bay station.

Since 1939 the "C" and "B" tram cars been stored in the tramway depot occasionally (April 1954 & May 1955) making special trips again for the conveyance of visiting Sydney "tram fans".

During a cyclone on 20th February 1955 the end of the jetty with cranes, etc., was blown away, portion of the jetty has been rebuilt (see map p.2) and is now adapted for handling whales.

Should any member be holidaying on the far north coast he should make a point of visiting this interesting working.

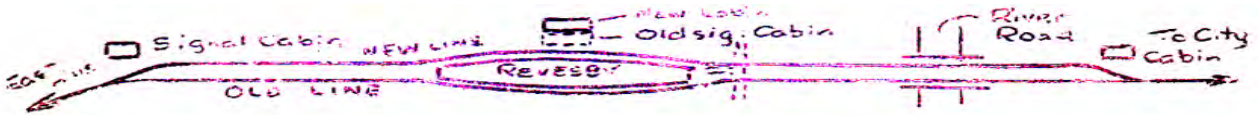
CORRECTION. T.W. Vol. 4, No. 3, p2.

The Rev. L. Marshall-Wood, a Victorian member writes re the map of the V.R. tramways. The Royal Ave. Xover on the Black Rock System was never constructed, it was proposed during the short lived extension working to Beaumaris, as a turn back point, and added to the destination rolls, but it was never constructed.

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SYDNEY NEWS.

REVESBY LOOP:- A new railway passing loop is nearing completion at Revesby Station on the East Hills Line. Construction commenced last October and the new loop, see map, will reduce hold-ups on the single track section of the East Hills Line.



At present it is unknown what form of crossing will replace the present level foot crossing at this station.

STEAM ELECTRIFICATION. Overhead wire is now in place between Strathfield and Lewisham on the steam train roads of the Main Line. During May the first stanchions were erected in Sydney Yard, over the Darling Harbour line. The Railways Dept. still hope to have electric train running to Penrith by September and across Circular Quay by December.

KURRAJONG RAILWAY. During April a start was made with the lifting of track on the Kurrajong line, closed early 1952. Sleepers for 7/6d and 10/- and 50lb - 70lb rail at £230 per ton, from this line is now for sale at a Sydney disposals store.

LORDS RD. TRAMWAY. The facing crossover in Botany Rd. and the Lords Rd. Junction was removed last Xmas during the Mascot relay. Cars which formerly terminated on the Lords Rd Siding now must proceed to Day St. Botany.

TRACK RELAYING. The well worn College / Park St. crossing was relaid during May. Foveaux St. Junction has been marked out for relaying in the near future. Regent St. West near the Redfern Tunnel is at present being relaid.

NEW TRAMWAY FOR PARRAMATTA. A short steam tramway is to be opened as soon as possible in Parramatta Park by the N.S.W. Steam Tram & Railway Preservation Society as a working museum. The line which will open an initial stretch of 300 yards will be worked by 103A and two trailer cars. This line will be free of diesel biases!!

ANOTHER NEW LINE TO OPEN IN SYDNEY. In cooperation with the above Society a separate group is to be formed within the A.E.T.A. for the purpose of establishing a working electric tramway museum. This will require the support of all A.E.T.A. members interested in this historical preservation. The N.S.W. Steam Tram & Railway Preservation Society has shown what can be done, let us do likewise. A discussion on proposed sites will be discussed in the near future.

NEW LINES AT RANDWICK WORKSHOPS. Owing to construction of new roadway into the Randwick foundry many tramway sidings have had to be relocated.

A.E.T.A. ON AIR AND IN NEWS. Favourable interviews with the Museum Officer of the N.S.W. branch and the Secretary of the N.S.W. Steam Tram Preservation Society, published in a Sunday paper of 5-6-55 lead to an interview on a state wide radio newsreel the following day. It was quite a change to see the Sydney press publish A.E.T.A. statements without distorting them.

THEATRE PARTY. A theatre night is planned for August/September 1955, members interested in attending same should contact the Secretary with numbers to attend as soon as possible at JF 1387. Printed and published by the publishing staff of the N.S.W. branch of the A.E.T.A. for and on behalf of the council of that branch.