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The TROLLEY WIRE

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

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ELECTION OF OFFICERS.

The following officers were elected at the Annual Meeting last month, and will hold office for 1955-56. They can be contacted by mail or phone at the addresses shown below.

President -----	R Young	Box 2266 G.P.O. <u>SYDNEY</u> XI4304
Vice President -----	K. Miller	49 Wood St. <u>MANLY</u> XU1838
Vice President -----	R. Murray	17 Small St. <u>RYDE</u> W7-1409
Treasurer -----	H. Ballment	44 High St. <u>HARIS PARK</u> UW6862
Secretary -----	I. Brady	24 Wallace St. <u>GREENWICH</u> JF1387
Assistant Secretary ---	K. Cowan	Moore St. <u>DRUMMOYNE</u>
Hon. Auditor -----	B. Parle	10 Karuah Rd. <u>TURRAMURRA</u> JJ3526

The above officers have been elected as per the new Federal and state constitutions. Other office bearers are elected by council, the results of these elections to be announced later.

NOVEMBER MEETING.

THE NEXT MEETING WILL BE HELD ON THURSDAY 10TH NOVEMBER 1955, that is on the second Thursday of the month at the Devonshire St. Railway Institute at 8pm.

N.S.W. STEAM TRAM & RAILWAY PRESERVATION SOCIETY.

Members will be interested to know that the above society has had a quantity of rail delivered to their steam tramway site in Parramatta Park, we believe that the track was that laid by Sydney Ferries Ltd. in Meggitt's yard Parramatta. 103A, the society's steam tram motor, has now been completely overhauled and track laying on the site should commence shortly.

According to the Wanganui (N.Z.) press the above society is interested in purchasing 100A which has been idle in Wanganui for the last few years.

EXTENSION OF ELECTRIFICATION.

The first official electric train over the western line electrification on the Blacktown-Penrith section left central shortly after 9am on Saturday 8th October 1955. Ribbon cutting ceremonies were performed by the Premier at 4 intermediate stations on the new section and the major opening ceremony was carried out in Railway Square Penrith. Regular electric service commenced on the following day. The power on this new section was turned on Monday 19th September and various trials were carried out after that date.

The next portion of the Blue Mountains electrification will be that to Katoomba expected to be opened April 1956.

FIRST TRAIN ON QUAY RAILWAY.

The first train on the Quay railway rolled onto the viaduct on 6th October 1955, this was a service train headed by a 41 class diesel electric loco. These trains will be a regular feature on the Quay railway until it is opened for traffic in December or January next.

RAILWAY CENTENARY EXHIBITION.

The railway exhibition held between 10th and 27th September was an outstanding success over 500,000 people visited the Central Railway display, where a large model railway and rolling stock were the main attractions.

Historical matter was exhibited at the lower concourse Wynyard and we were pleased to see photos of the tramways amongst the railway collection.

We congratulate the railways on their interesting show, and we admire them for having the pluck of mentioning the early history of the tramways in two of their Centenary publications, especially at the present time when many Sydney-siders consider the tramways a dubious asset.

NEWCASTLE TRAMWAYS.

A visit to the coal city recently revealed that little trace of the former efficient tramway system remains. The only track still in place is the Merewether Beach line between King St. and the terminus.

A short length of track is also still in place on Australia St. Bridge Waratah line. At the time of writing the garden plots which divided the tramway right of way (centre reservation) from the carriageway along Tudor and Belford Street are being removed and being replaced by a garden plot about 4 feet wide, with a consequent widening of the roadway.

SYDNEY CLOSURES.

Work is proceeding rapidly on a turning circle for buses at Darling St. Wharf Balmain, this will result in the abandonment of the counterweight system at present used by the trams. The existing Canterbury-Balmain bus service will be extended to the wharf and the existing City-Darling St. Wharf tram service will be cut back – to either Rowntree St. Junction or White Bay

Bus bodies are complete for the complete closure of the City-Fivedock tram service but the shortage of bus chasses are holding up this conversion.

FORT MACQUARIE DEPOT.

Conductress' amenities blocks have been constructed at Rozelle and Dowling St. tram depots leaving the way clear for the closure of Fort Macquarie tramway depot. This fine depot building is to be removed to make way for an Opera House of all things. Considering that after this move the department will have no city depots and that the major live artist theatres have been forced to turn to films because of lack of patronage in the past years seems to make us ask what will happen next?

“E” CARS OVERHAULED.

A group of Sydney tram fans paid to have “E” cars 529/530 overhauled last month so they can be used for tours in the future. The second tour on the south side is expected to be held on Sunday 16th October.

CATHERINE HILL BAY ISOLATED RAILWAY.

A number of A.E.T.A. members paid a visit to the Wallarah Coal Coy's isolated standard gauge coal railway at Catherine Hill Bay which was opened in 1889. The railway joins the local mine with the jetty and is about 1½ miles in length.

Four 0-4-0 locos, some built in 1889 for the line, are employed over the system and in comparison with other colliery railways the locos, stock, and per-way are in very good condition.